



महाराष्ट्र शासन राजपत्र

भाग दोन-संकीर्ण सूचना व जाहिराती

वर्ष ६, अंक २०]

गुरुवार ते बुधवार, जुलै १०-१६, २०१४/आषाढ १९-२५, शके १९३६

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प्राधिकृत प्रकाशन

संकीर्ण सूचना व जाहिराती

Serial No. 151

IN THE HIGH COURT OF JUDICATURE AT BOMBAY

ORDINARY ORIGINAL CIVIL JURISDICTION

COMPANY PETITION No. 93 OF 2013

In the matter of the Companies Act,
1956 ;

And

In the matter of Sections 433 (e) and
(f) and 434 of the Companies Act,
1956 ;

And

In the matter of M/s. Pescanova
Shipping (Ind.) Pvt. Ltd., a
Company registered under the
Companies Act, 1956 and having
its registered office at A-502,
Royal Sands, Shastri Nagar,
New Link Road, Andheri (West),
Mumbai 400 053.

(CIN-U35100MH2005PTC152043).

Florens Container Services
(USA) Limited, a foreign
Company incorporated under
foreign laws having its office at
303 Second St., Suite 355, South
San Francisco, CA94107-1328,
USA.

... Petitioner.

Advertisement of Petition

A Petition under section 433(e) and (f) and
434 of the Companies Act, 1956 for winding up
of the abovenamed Company was presented by

the Petitioner abovenamed through Mulla &
Mulla & Craigie Blunt & Caroe, Advocates for
Petitioner on 9th November 2012 by the
Petitioner abovenamed, creditors of the
Company and the said Petition was admitted
on 8th April 2014 and the same is now fixed for
hearing before the Company Judge on 21st July
2014 at 11-00 a.m. in the forenoon or soon
thereafter.

Any Person / Creditor and / or Contributory
desirous of supporting or opposing the said
Petition, should send to the Petitioner or his
Advocates at his Office address mentioned
hereunder a Notice of his intention signed by
him or his Advocates with his full name and
address, so as to reach the Petitioner or his
Advocate mentioned herein under not later
than five days before the date fixed for hearing
of the Petition and appear at the hearing to
the purpose in person or by an Advocate.

A copy of the Petition will be furnished by
the Petitioner's Advocate to any creditor or
contributory on payment of the prescribed
charges for the same.

Any affidavit intended to be used in
opposition to the Petition, should be filed in
Court and a copy thereof served on the
Petitioner's Advocate, not less than five days
before the date for hearing.

Bombay, Dated this 2nd day of July, 2014.

**Mulla & Mulla & Craigie
Blunt & Caroe,**
Advocates for Petitioner.

Mulla House, 51, M. G. Road,
Fort, Mumbai 400 001.

MUMBAI PORT TRUST

NOTIFICATION

No. GAD/G/REG/4582

In pursuance of sub-section (2) of section 124 of the Major Port Trusts Act, 1963 (38 of 1963), the Board of Trustees of the Port of Mumbai hereby publish the following "The Mumbai Port Trust (Management and Control of Docks) Regulations, 2014" made by them in exercise of the powers, conferred by section 123 of that Act, in replacement of 'The Mumbai Port Trust Docks (Amendment) Bye-Laws, 2005' for the information of the persons likely to be affected thereby and notice is hereby given that the approval thereto of the Central Government as required under sub-section (1) of section 124 of that Act, will be applied for on or after the expiry of fourteen days from the date on which this notification is first published in this *Gazette* :

MUMBAI PORT TRUST (MANAGEMENT AND CONTROL OF DOCKS) REGULATIONS, 2014 INDEX

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MUMBAI PORT TRUST

Mumbai Port Trust (Management and Control of Docks) Regulations, 2014.

Chapter I - Preliminary

1. Short title and commencement.— (i) These Regulations shall be called the Mumbai Port Trust (Management and Control of Docks) Regulations, 2014.

(ii) They shall come into effect from the date of publication in the *Official Gazette* of India by the Central Government.

2. Definitions.—In these Regulations, unless there is something repugnant in the subject or context :—

(i) " Act " means the Major Port Trusts Act, 1963 as amended from time to time.

(ii) " Bulk Oil Vessel " means a vessel licensed to carry any oil in bulk as cargo.

(iii) " Board " means the Board of Trustees constituted under the Act to the Port.

(iv) "Chairman" means the Chairman of a Board and includes the person appointed to act in his place under section 14 of the Act.

(v) "Container" means steel box or boxes made of similar material manufactured as per specifications prescribed by International Standard Organisation having a length of 20' or more and suitable for carrying cargo in all modes of surface transport.

(vi) "Dangerous Petroleum" means petroleum having its flashing point below 23°C.

(vii) "Deputy Conservator" means Trustees' Officer responsible for pilotage and safe movement of vessels within port limits and includes Harbour Master, Senior Dock Master and Pilots and other officials working under his authority.

(viii) "Dock" includes basins, locks, cuts, entrances, graving Docks, graving blocks inclined planes, patent slips gridirons, harbour walls, piers, wharves, quays, warehouses and other works and things appertaining to any Dock.

(ix) "Extended Dock Areas" include areas outside Docks proper used for handling and storage of cargo / containers.

(x) "FCL Container" means a container containing cargo of one consignee only.

(xi) "Fuel oil" means petroleum oil having a flash point of not less than 65°C and ordinarily used as fuel in engines or furnaces.

(xii) "General Guarantee" means a guarantee in the form printed as Appendix F.

(xiii) "Goods" includes wares and merchandise of every description.

(xiv) "LCL Container" means a container containing cargo of more than one consignee.

(xv) "Master" in relation to any vessel means any person having for the time being the charge or control of such vessel.

(xvi) "Motor vehicle" includes any car, lorry, truck, tractor or other wheeled vehicle propelled by mechanical means and used for the conveyance by road of human beings and / or goods.

(xvii) "Owner" when used in relation to goods includes any consignor, consignee, shipper or his agent for the sale or custody of such goods; and when used in relation to any vessel includes any part-owner, charterer, consignee or mortgagee in possession thereof.

(xviii) "Petroleum in Bulk" means petroleum in any quantity carried by the vessel or in any one receptacle.

(xix) "Petroleum" means any liquid hydrocarbon or mixture of hydrocarbons and any inflammable mixture (liquid, viscous or solid) containing any liquid hydrocarbon but it does not include any oil ordinarily used for lubricating purposes and having its flash point at or above 94°C.

(xx) "Slot charterer" means a company which charter space in a vessel for carrying their containers on a trip basis.

(xxi) "Traffic Manager" means the Trustees' officer for the time being in charge of Docks and Extended Dock Areas and Port Railways and includes the deputies and assistants to the Traffic Manager and any other officials acting under the authority of the Traffic Manager.

(xxii) "Trustees" means the Trustees of the Port of Mumbai.

(xxiii) "Vehicle" includes any cart, carriage or other wheeled contrivance used for the transportation by road of goods.

(xxiv) "Vessel" means any craft used for the conveyance by water of human beings or of goods.

2A. Extent of Application.—"These Regulations shall apply in the areas mentioned below and shown coloured pink in the Trustees' Chief Engineer's Drawing No. SK. No. 2/2013 dated 2nd February 2013, a copy of which is annexed hereto as Appendix A and also apply to Jawahar Dweep and Pir Pau Oil Terminals shown in Chief Engineer's Drawing, a copy of which is annexed as Appendix B.

(i) Indira Dock and its Harbour Wall including Ballard Pier and Ballard Pier Extension.

- (ii) Victoria Dock and its Harbour Wall.
- (iii) Prince's Dock including Ferry Wharf 1 and 2
- (iv) Frere Basin sheds and open areas adjacent to them.
- (v) Hay Bunder 4 and 5 open areas.
- (vi) 'B' Plot Cotton Depot.
- (vii) 'M' Jetha Warehouse Complex comprising of 'M' Jetha Warehouse, M 172/173, M 178/180 and adjoining open area.
- (viii) Rail Container Depot, Cotton Depot.
- (ix) TW-1 Shed (partly customs notified)
- (x) G, H/J Platform sheds cotton avenue and adjoining open area.
- (xi) New Sewree Warehouse and open area adjacent to it.
- (xii) Wadala Container and Cargo Complex (Golden Yard Wadala, Plot at Up Departure Yard at Wadala, Six acre plot at Wadala, Triangular plot at Wadala).
- (xiii) Old Sewree Warehouse.
- (xiv) Manganese Ore Depot (MOD).
- (xv) Sewree Timber Pond (STP).
- (xvi) Wadala Incinerator Yard.
- (xvii) Haji Bunder sheds and adjoining open area.
- (xviii) 'E' Shed Grain Depot and the open areas on either side of it.
- (xix) 'A' shed Grain Depot-Bays 1 to 17.
- (xx) Sewree North Plot near Sewree Station.
- (xxi) H Shed Grain Depot.

(ii) These Regulations shall also apply to the following non-custom notified extended dock areas shown coloured blue in the Trustees' CE's drawing No. SK. No. 2/2013 dated 2nd February 2013 in the Appendix A.

- (i) TPX open plot at south of Sewree Timber Pond (STP)
- (ii) K, L, N, T sheds at Grain Depot.
- (iii) 'FCI' (earlier) Godown at Wadala, near Wadala Incinerator Plot.
- (iv) Petroleum Godown Plot at Wadala.
- (v) 'S' Plot at Grain Depot
- (vi) 'J' Plot at Grain Depot
- (vii) Modi Stone Tyre Plot.
- (viii) FCI, Godown Plots at Elphinston Road.
- (ix) 'A' Godown, Surat Street
- (x) 10 W/House at Mansion Road.
- (xi) Vacant Plots at Mansion Road.
- (xii) 'A' shed Grain Depot – Bays 45-63
- (xiii) Hay Bunder Sheds 1 and 2 and adjoining open areas including open areas of Hay Bunder 3.

2B. The Board of Trustees of the Port of Mumbai may for the purpose of these Regulations define and declare any area as 'Dock' or 'Extended Dock Area' by their Resolution.

Chapter II – Admission of Vessel into Docks

3. Application for a berth in Docks.—Written application in respect of every vessel desiring to enter Dock shall be made in advance to the Traffic Manager by the master, owner or agent, stating the name of such vessel, the cargo / containers carried or whether in ballast.

4. Allotment of berth.—A vessel shall have no claim to a berth in Dock until one shall have been specially allotted by the Traffic Manager and intimation given of such allotment to the Senior Dock Master. Furthermore, allotment of any berth in Dock shall only be considered as provisional until a vessel is actually ready to enter Dock and her suitability for and right to such berth is established to the satisfaction of the Traffic Manager.

5. Preferential berths.—Preferential berths in Dock may, at the discretion of the Trustees and under Special agreement, be allotted and reserved for vessels belonging to Shipping Lines having such agreement with the Port. Such berths, however, may at any time be allotted to vessels not entitled to preferential berths if, in the Traffic Manager's opinion, such allotment is considered advisable or necessary for Dock convenience.

6. Passenger berths.—Cruise vessels will ordinarily be required to use the Ballard Pier Extension Terminal or Harbour wall berth No.18 Terminal. When both the berths are available, vessels will be ordinarily regulated at Ballard Pier Extension Passenger Terminal berth. However the Traffic Manager may regulate such passenger vessels at Harbour Wall berth No.18, notwithstanding that the Ballard Pier or the Harbour Wall berth No.18 or both may be available. Such decision will be taken by the Traffic Manager taking into consideration the overall Navigational requirement as also Trade requirement.

7. Preference to import vessels.—Vessels bringing import cargo and desiring to discharge in Dock shall be given preference over all other vessels waiting for berths subject to there being berths available suitable for import vessels. However Traffic Manager, at his discretion, depending upon overall Trade requirement as also keeping in mind reduced waiting time for incoming vessels and overall improvement on Port performance parameters, may take suitable decision.

8. Vessels arriving for cargo operation.—Vessels arriving for cargo / container operations in Dock shall ordinarily be allotted berths in the order of their arrival and time of anchoring in Port. Such order to be determined, if necessary, by referring to the arrival signal given by the vessel to the Port's signal station/Vessel Traffic Management System (VTMS) and provided that an application for a berth has been made prior to or immediate on arrival of such vessel and the vessel is ready in all respects to discharge/load cargo/containers.

9. Vessels lying in the Harbour.—Masters, owners or agents of vessels at work in the Harbour and desiring to enter Dock, on completion of discharge or otherwise shall give atleast 24 hours' notice to the Traffic Manager and their precedence as compared with vessels newly arriving in ballast shall be determined by the time and day upon which the former are declared ready to commence cargo operations.

10. Traffic Manager empowered to overrule order of precedence in allotting berths.—The Traffic Manager may over-rule the order of precedence as laid down in Regulations Nos. 7, 8 and 9 in circumstances where better use of the Docks and general interest of shipping will be served.

11. Trustees may direct preference in allotment of berths.—Notwithstanding anything contained in the foregoing Regulations, the Trustees may direct that preference be given in the allotment of berths to any vessel or vessels, if in their opinion, it is desirable to do so in the public interest.

12. Import vessels to be given a loading berth, if required.—A vessel having discharged her import cargo in Dock shall, if required and subject to compliance with Regulations 56 and 57 be allotted and allowed to occupy a loading berth.

13. Refusal to allot a berth.—If the Traffic Manager considers that there is good reason why a vessel should not be admitted into Docks he may refer the question to the Chairman, and, pending the Chairman's decision, he may refuse to allot a berth.

14. Master to be in command of vessels.—A vessel shall not be permitted to enter or leave Dock or to be moved from one berth to another in Dock unless the master of such vessel or the Chief Officer holding a Master's Certificate is on board and in actual command. Under exceptional circumstances, such as the death or serious illness of the master, special arrangements shall be made with the Senior Dock Master.

15. Statement by master of vessels before re-admission.—Application stating the draft and nature of cargo must be made to the appropriate Senior Dock Master by the Master, Agent or Owner in respect of every vessel, which having been laid up in the stream or which after working cargo in the stream desires to occupy a berth in the Dock and the Senior Dock Master will thereupon intimate to the applicant the time of Docking and other berthing particulars.

15A. Transport and Arrival report.—No vessel shall be permitted to come into the Dock unless the Master furnishes a transport report, which is appended hereto and marked Appendix C furnishing particulars required by the Deputy Conservator and certifying that there are no explosives and/or hazardous goods on board. In the case of vessels berthing on arrival, Master shall furnish arrival report, which is appended hereto as Appendix D. In case tankers with ballast desire to enter the Docks, the Master shall certify further that the vessel is free of dangerous vapour and that necessary gas free certificate has been obtained duly signed by the Competent Authority and produced to the Pilot or in the case of tankers desirous of entering Docks for the purpose of hull painting and examination only, the provisions of Regulation 4A of the Mumbai Port Trust Dry Dock Regulations shall be followed the Master certifies that the vessel has not carried any petroleum products the flash point of which is below 65°C since the last gas free certificate was obtained and the tanks have been properly cleaned out. This certificate will be countersigned by the Pilot to that effect that the relative gas free certificate has been produced to him.

16. Orders of Senior Dock Master to be carried out.—Masters and owners of vessels shall obey all directions of the Senior Dock Master in relation to the rotation and manner of approaching the Docks, Entrances and of coming into or going out of Dock, and shall not offer any obstruction to the opening or shutting of the Dock gates; and no person shall open or shut, or attempt to open or shut any Dock gate, sluice or valve, or swing bridge without the authority of the Senior Dock Master.

17. *Vessels to be assisted by tugs.*—A vessel shall not be permitted to navigate to Dock Channel or Entrances or Docks unless propelled by her main engines or assisted, when necessary, by an efficient tug/tugs. In the event of insufficient power being provided by the master or owner, or whenever the Senior Dock Master considers it desirable to do so, he is authorised to employ the Trustees' and any other available tugs for duties in connection with any vessel navigating the Docks Channel or Entrances or Docking or Undocking; and the master or owner of every such vessel shall pay a rate as prescribed in Port's Scale of Rates for the use of the Trustees' tug and shall pay for the use of any other tug engaged at such rate as the owner thereof usually charges for similar work. Vessel shall provide lines of sufficient length and strength to carry out the manoeuvre.

18. *Supply of lines, hawsers etc.*—A vessel entering the Docks Channel shall have in readiness and supply for use, hawsers or lines, as may be required of sufficient length and strength of each bow and quarter, and advisable to have such other ropes, lines and fenders, etc., as may be necessary to facilitate entry or to protect the vessel from injury whilst hauling into or out of Dock. Wires may also be supplied by the Senior Dock Master, if required for safe inward movement. Although, endeavours will be made to provide efficient wires etc. for this purpose, the Trustees will not be responsible for accidents resulting in loss or damage to the vessel from their proving defective or insufficient or from their breaking whilst in use.

19. *Vessels' riggers and appliances to be in readiness.*—Masters or owners of vessels shall employ and have in readiness a sufficient number of crew riggers, labourers, appliances, etc. on board for working their vessels in, out of, and about the Docks Channel and Entrance and in Dock. In default, or whenever necessary, the Senior Dock Master shall employ such number of riggers, labourers, appliances etc., as he may consider necessary at the risk and expense of the Masters or owners.

20. *Anchors to be ready.*—Vessels when entering, leaving or being moved in Dock, shall have both anchors ready for letting go at a moment's notice.

21. *Stowing of anchors.*—Immediately after vessels shall have been moored in their berths and so long as they shall remain in Dock, their anchors shall be properly stowed; if of old type, in-board with stocks upright; if patent stockless, hove into the hawser pipes in such a manner that there shall be no projection outside the lines of the vessel's side.

22. *Projections from a vessel's side.*—Vessels when entering, leaving, being moved, or lying in Dock alongside Harbour Walls and Ballard Pier, shall have their sides free of all projections. Their boats, davits and derricks shall be swung in board and gangway ladders shall be swung in and secured within the ship's side.

23. *Masters' responsibility for accidents.*—Masters and owners of vessels will be held responsible for all accidents, which may in any way result from failure to adopt any of the foregoing precautions.

24. *Vessels lying outside the Dock gates to be moved.*—A vessel lying in the Harbour near the entrance to the Docks Channel, or in the fairway of the Channel, or near the Docks Entrances, shall be removed by the master or owner if and when required by the Senior Dock Master. Should such removal not be effected promptly, it shall be carried out under the orders and directions of the Senior Dock Master at the risk and expense of the master and/or owner of such vessel.

Chapter III.—Regulations for Vessels within Dock

25. Master to place his vessel into her berth.—The berth to be occupied by a vessel entering Dock will be indicated by the Senior Dock Master and the master or owner shall place the vessel at the berth on his own responsibility. A Berthing Master / Berthing Pilot will be put on board all vessels to assist in moving them from the Dock entrances to their appointed berths or *vice versa* or from one berth to another berth in the Docks but a Berthing Master / Berthing Pilot will not in any circumstances incur any responsibility.

26. Master to move his own vessel when necessary and to take all precautions on board to safeguard life and property.—A vessel in Dock is in the charge of her master or owner, and it is the duty of the master or owner when necessary, to transport his vessel with his own hawsers etc., and appliances under his own responsibility to and from any part of Dock, to see that all gangways are securely placed and that, at sunset or when not in use, all hatchways are properly secured and covered, in order to safeguard both life and property.

27. Mooring, unmooring and moving vessels in Docks under orders of the Senior Dock Master.—Masters and owners of vessels and Syrangs, Tindals and other persons in charge of Launches, Barges or other small craft shall obey the directions of, and shall offer no obstruction, to the Senior Dock Master in regard to the mooring, unmooring or moving any vessel in Dock. Launches, Barges or other small craft shall not be moored or allowed to lie offside vessels in Docks except in single file and the Senior Dock Master shall employ whatever means may be required to enforce this rule and prevent double banking. A vessel except, Launches, Barges or other small craft shall not be required to be moved from her berth without previous orders in writing from the Senior Dock Master, as to the mode and time of removal, having first been issued. In the event of it becoming necessary the Senior Dock Master shall employ whatever means may be required to enforce his orders, and the expenses so incurred in addition to the prescribed penalty, shall be payable by the master or owner of the vessel in default. Masters of vessels must ascertain from the Senior Dock Master the drafts which their vessels may load and cross the Dock Sill.

28. Double banking.—(i) Whenever any vessel is required to be placed alongside another vessel the master or owner of the latter vessel shall permit the Senior Dock Master or any other person authorised by him to go on board such vessel for the purpose of placing fenders in position and shall carry out such orders and directions as may be given by the said Senior Dock Master or his representative.

(ii) Master Syrangs, Tindals and other persons in charge of launches at last make shall offer no obstruction to the passage of vessels entering or leaving Indira Docks.

29. Supply of fresh water and Supply of Bunker.—(i) Masters or owners of vessels requiring the supply of fresh water from port trust shore hydrants at the Docks shall not be permitted to use booster pumps for the purpose of drawing more water or accelerating the supply of water through water hoses connected from the Port Trust shore hydrants to their vessels. For any breach of this Regulation, masters and owners shall be liable to pay the prescribed penalty.

(ii) Agent, Master or Owner of the barge intending to supply fresh water/bunker to the Vessel shall make application to the Traffic Manager for permission specifying the name of the barge, type and quantity of supply alongwith a copy of letter from vessel requisitioning the supply of fresh water/bunker.

On receipt of permission, barge master, Agent, Owner shall apply for permission to Senior Dock Master.

(iii) Master, Owner or Agent of the Vessel and barge, on completion of supply shall not keep the barge alongside, even if there is dispute about supplied quantity. Refusal to cast off the barge will be termed as obstructing the passage for safe navigation of other vessels.

30. Vessels to be in the charge of competent persons.—During such time a vessel remains in Docks the master or owner or other responsible officer and sufficient crew shall always be on board and shall superintend and direct the carrying out of all duties in connection with the vessel or the loading or unloading of her cargo.

31. Watchman/Mooring Crew to be kept on deck.—A vessel in Dock shall maintain a quartermaster or watchman always on duty on deck who shall be stationed in charge of the vessel's shore gangways and also mooring crew shall attend to the mooring ropes and lines of the vessel and shall cause their adjustment from time to time as necessary on the rise or fall of the water; in default, the master or owner of the vessel shall be liable and responsible for any damage resulting from such default.

32. Vessel's propeller not be worked.—While a vessel is berthed or moored in Dock, her propeller shall not be moved either by power or hand without the previous written permission of the Senior Dock Master and subject to such conditions as he may direct. Master and owners shall be liable to pay the penalty of Rs.2000 or as revised by the Board from time to time for any breach of the foregoing provisions. Masters and owners will be responsible for any damage that may result from the moving of any propeller by power or hand notwithstanding that the permission required by this regulation has been obtained.

33. Anchors or other gear dropped in Dock to be recovered.—Masters and owners of vessels shall be responsible for the immediate buoying of any anchor or gear that may have been dropped overboard from their vessels in the Docks Channel or Entrances or in Docks, and shall take steps for the removal from the water of any such anchor or gear within one tide.

34. Vessels to be properly ballasted.—Vessels in Docks shall be kept so loaded or ballasted that in the event of fire or other emergency arising, they may with safety and without danger, be removed from their berths.

35. Repairing vessels.—(a) A vessel shall not be allowed to carry out repairing in Dock unless a suitable berth can be allotted and subject to the condition that the owner, master or any person in-charge of a vessel or in-charge of carrying out repairs thereon shall not allow the commencement of any repairs involving the use of naked lights, gas-cutting or welding apparatus to or in the vicinity of the Fuel Storage Tanks or the Fuel System or involving the entry of any persons into any Fuel Storage tank or such vessels wherein petroleum may have been deposited unless such owner, master or other person in-charge of the vessels or in-charge of carrying out repairs thereon has obtained a gas free certificate for man entry from the Competent Authority. Such owner, master or other person in-charge of such vessel or in-charge of carrying out repairs thereon shall be liable to indemnify the Trustees of the Port of Mumbai for any loss or damage whatsoever arising directly or indirectly from any breach of this Regulation. Such vessels shall be regulated for carrying out repairs in wet docks only on the prior permission of Dy. Conservator/Sr. Dock Master of the Dock concerned.

The allotted berth shall be immediately vacated if and when required for a vessel desiring to load or unload cargo.

(b) When a vessel is under repairs in the Wet Dock and in the course of repairs it becomes necessary to open up any of the overside pipes/plates etc., such pipes/plates etc., shall be rendered safe by being blanked off. If an overside pipe/plates etc., cannot be blanked off and rendered safe then it shall not be opened up in the Wet Dock but such pipes/plates etc., shall be opened only in the dry Dock and the vessel shall not leave the dry Dock till such pipes/plates etc., have been closed. The master or the officer in charge of the vessel and the owners of the vessel or any person in charge of carrying out repairs thereon shall be held responsible for any accident that may in any way arise from neglect to take these precautions and for all liabilities that may arise as a result of the accident.

(c) The nature of repairs whether minor or major shall be determined and certified by Port's Chief Mechanical Engineer or an Officer designated by him from the Mechanical Engineering Department and by the Port's Senior Dock Master in-charge of the Docks. For this purpose, the Master of the vessel shall have to keep daily liaison with Port's Chief Mechanical Engineer and Senior Dock Master in-charge of the Docks.

(d) No person shall be allowed to carry out any repairs to vessels in the Docks unless holding a Dry Dock Licence issued by the Mumbai Port Trust under the MbPT Dry Dock Regulations, as amended from time to time.

(e) Repairs or works to any vessel in Dock shall be carried out in such a manner that no chipping, scallings, pieces of wood or iron or like loose substances or materials shall be allowed to fall into Docks, and a canvas shoot or staging shall in every instance be erected in order to effectively prevent any such loose materials as aforesaid from so falling. The Traffic Manager or Senior Dock Master may, if considered desirable, prohibit chipping or repairs causing excessive noise between the hours of 9-30 p.m. and 6-00 a.m. (I.S.T.).

36. Goods not to be allowed to fall into Dock.—(a) No cargo, goods or substance whatsoever shall be deposited, thrown or allowed to fall from any vessel, quay or pier into the Docks Channel or Entrances or into Dock.

(b) Similarly, no person shall without authority from the Traffic Manager deposit on any quay, in the shed or in any part of the Dock ballast, dirt, dust, refuse, rubbish or other loose material or substances.

37. Notice to be given of goods, rubbish, etc., fallen into Dock.—Any person or the master or owner of any vessel or the stevedore engaged in loading or unloading any vessel who shall allow any such cargo, goods or substance as detailed in the preceding Regulation to fall from any vessel, pier or quay into the Docks Channel or Entrances or into Dock, shall forthwith give notice of the occurrence and furnish all particulars connected therewith to the Traffic Manager and Senior Dock Master and shall immediately take measures to have the said cargo, goods or substances removed from the water.

38. Recovery of goods, rubbish, etc., fallen into Dock.—In the event of any such person, master or owner of a vessel or stevedore not having removed such cargo, goods or substance as aforesaid from the water within 18 hours of the receipt of notice from the Senior Dock Master calling upon him to do so, the Senior Dock Master may remove such cargo, goods or substance at the expense of such defaulting person, master, owner or stevedore as aforesaid and such expenses shall be recovered from the person, master, owner or stevedore, in addition to the penalty prescribed under the Regulation. They shall be responsible and held liable for any loss/damage, which may arise in consequence.

39. Bilge water, etc. not to be pumped into Dock.—(a) No ballast, earth, ashes, stones, rubbish, waste materials, filth, oil, ballast water containing oil, bilge water, sewage or refuse or any other article, substance or thing of whatever kind liable to foul or capable of fouling the water shall be thrown, discharged, placed, put, emptied or allowed to leak or flow or to fall from any vessel, quay or pier into the Dry Dock or Channel or Entrances or into Dock.

(b) The use of a Tank Barge for the removal of ballast water containing oil is compulsory.

40. *Cleaning charges.*—In the event of any vessel discharging or spilling accidentally or otherwise, oil, oily water or causing chemical pollution anywhere in the waters of the port or throwing garbage anywhere within the port limits, cleaning charges of Rs.75,000 or as revised by the Board from time to time per act for oil and chemical pollution and per act for cargo pollution shall be payable. The decision of the Deputy Conservator in regard to payment of cleaning charges shall be final and binding on the master / owner/agents of the defaulting vessels. If the offences are of major nature, Trustees may take criminal proceedings as provided in the Merchant Shipping Act, 1958.

41. *Cleaning of bilges.*—Bilges before being cleaned out shall be freely flushed and they, as well as tanks, shall be left open for at least one hour before any person shall be allowed to enter for cleaning or for any other purpose. During this time, and while the cleaners or others are at work either in the bilges, tanks, or other confined spaces on board a vessel, a constant supply of fresh air shall be pumped into such bilge, tank, or other confined spaces by means of ventilating fans fitted with stout permanently distended hose pipes sufficiently long to reach the most distant compartment. Masters and owners of vessels shall be held responsible for any accidents that shall in any way arise from neglect to take these precautions.

42. *Projections from deck of a vessel.*—Projections from deck of any vessel, which interfere with the loading or unloading or movements of any other vessel in Dock, shall be forthwith removed on requisition by the Traffic Manager/Senior Dock Master.

43. *Latrines and urinals.*—No Vessel entering the Dock shall pump out into the Dock basin any sewage contrary to the provisions made in Annexure IV of MARPOL 73/78.

44. *Gangway lights.*—Between sunset and sunrise the gangway shall be adequately illuminated.

45. *Fenders.*—Fenders that will not float shall not be used over the side of any vessel. Under the Venice Convention, the Trustees provide fenders to keep the vessel off the quay wall. These fenders shall not be tampered or removed by master of vessel or their stevedores.

46. *Dangerous animals and fire arms.*—Vicious or dangerous animals and loaded guns or fire-arms shall not be kept or allowed on board any vessel in Dock.

Unless previously declared that vessel has security guards on board with arms and ammunitions because of transiting through piracy affected area. Due notice should be given by Vessel Agent/ Master/ Owner to CISF, Police, Customs and Coast Guard.

47. *Vessels with dangerous cargoes.*—The Senior Dock Master is empowered to order the immediate removal from Dock of all vessels having on board animal manures or other offensive or dangerous cargoes or person suffering from infectious diseases.

48. *Master of vessels responsible for damage.*—Master and owners of vessels shall be held liable for any damage whatsoever that shall have been caused by their vessels or servants to any of the works or property of the Trustees and the Trustees reserve the right to detain their vessels in Dock until security has been given for the amount of damage caused.

49. *Vessels in Dock at risk of master.*—All vessels within Dock lie at the risk of their master or owners, who shall be held responsible of any loss or damage that may arise in consequence of their faulty navigation or by reason of their breaking adrift from their anchors or moorings.

50. *Masters' responsibility, for acts of crew.*—Masters and owners of vessels shall be held liable and responsible for the acts of the crew, and of any person or persons that shall be employed about or on board their vessels.

51. Trustees accept no liability for delay.—The Trustees accept no liability or responsibility in respect of any detention or delay to vessels, entering, remaining in, or going out of Docks, or for detention or delay in the discharge of cargoes of vessels, or in the progress of vessels to or from Dock, or for dead freight, delay in the loading and unloading of goods owing to a glut of vessels or goods or other circumstances beyond their control, or of a stoppage in the delivery of goods from any cause whatsoever.

52. Notice regarding outbreak of fires on vessels to be given by Master.—In the event of any fire occurring on board a vessel in Dock, the Master or owner or agent shall give immediate notice thereof to the Traffic Manager. Such notice must be given in the case of every fire whether occurring in cargo or in bunkers, and in cases where an alarm of fire has not been raised, a report regarding the fire must be sent in writing, detailing the measures taken, or being taken, to extinguish it.

53. (a) Prohibition of under-water work, diving etc.—No persons shall be allowed to dive in the Docks or at the Harbour Walls thereof, or to creep or sweep for anchors, cable and stores, or for cargoes lost or supposed to be lost therein or for the purpose of undertaking under water repairs to vessels, without the prior permission of the Deputy Conservator of the Port or an Officer authorised by him.

(b) Regulating of under-water work.—No work of underwater cleaning, brushing and repairs shall be carried out to any vessel berthed in Docks or along side the Harbour Wall of the Docks without the prior permission in writing from the Deputy Conservator of the Port or an officer authorised by him.

(c) The person seeking permission for under-water works shall :

(i) Pay fees of Rs.5,000 or as prescribed in the SOR approved by the competent authority from time to time if work involves removal of scrapings etc. by Mumbai Port Trust.

(ii) Undertake in writing that any article, cargo etc. which, may fall in the water in the course of work shall be handed over for disposal to the Deputy Conservator in his capacity as Receiver of Wrecks.

(iii) Furnish a standing guarantee in the form approved by the Trustees, and

(iv) When carrying under water hot work, furnish an unlimited guarantee in the form approved by the Trustees to make good the losses, damages, cost, charges, etc. and fully and completely indemnify the Trustees against all losses, damages and expenses, if any, involved as a result of any accident or occurrence in connection with the work. He must also produce a gas free certificate from the competent authority for the vessel on which under-water hot work is to be carried out.

54. Issue of Leaving Permits.—Application must be made to the appropriate Senior Dock Master by the Master, Agent or Owner in respect of every vessel, which he desires to leave the Docks, Jawahar Dweep and Pir Pau Oil Terminals and the Senior Dock Master will thereupon subject to the proviso hereto grant a leaving permit in the form set out in Appendix E to these Regulations stating the time and date at which the vessel must be ready to move; provided nevertheless that, should the Traffic Manager require to detain a vessel in the Docks on account of non-payment of charges due to the Trustees or for any other reason, the Senior Dock Master may refuse to issue a leaving permit or to allow the vessel to leave the Docks and, if leaving permit shall already have been issued, he shall cancel the same and inform the applicant accordingly.

Chapter IV – Regulations in respect of quays and sheds, of the loading and unloading of vessels and of the receipts, delivery and shipment of goods.

55. Work in Docks under the Traffic Manager.—The loading and unloading of vessels in Docks shall be subject to the control of the Traffic Manager who may at his discretion prohibit the discharge of such goods in Docks, which in his opinion are likely to obstruct traffic or cause congestion or hinder the convenient use of the Docks. Such goods will be discharged overside and handled at the Bunders or any other place under the Traffic Manager's jurisdiction. Notwithstanding the provisions of Regulation 104 the Traffic Manager at his discretion, may also remove to the bunders or any other storage area under his jurisdiction, any goods upon landing in the Docks or soon thereafter, the storage of which, on the Docks premises, is likely to obstruct traffic or cause congestion or hinder convenient use of the Docks. The apportionment of quay space to be occupied by each vessel shall similarly be determined by the Traffic Manager.

56. Vessel lying idle.—The Traffic Manager may, in his discretion, move from her berth, or order out of Dock, any vessel which, shall have remained idle in Dock for two consecutive working days for reasons not caused by Port, should the space she occupies, or next quay be required or not.

57. Vessel working slowly.—A vessel in three consecutive weather working days discharging / loading less than the output norm prescribed from time to time for each commodity may be required to give up her berth.

58. Vessel to be moored before working cargo.—Goods shall not be loaded into or unloaded from a vessel in Dock until that vessel shall have been moored at her appointed berth.

59. General manifest.—The Master or Owner or Agent of the vessel shall, before commencement of discharge, deposit with the Traffic Manager a soft copy and a hard copy of the General Manifest atleast 24 hours prior to berthing of the vessel.

60. List of Dangerous cargo (Import).—In respect of Dangerous goods brought by the vessel, a list of such goods together with instruction regarding the mode of handling and storage shall be furnished to the Shed Superintendent to enable him to make adequate arrangements for their safe discharge and storage.

61. Removal of consignment/cargo/container from the Docks.—Notwithstanding the provisions of Regulation, any consignment/cargo/container landed in the Docks may at his discretion be removed by the Traffic Manager to any other premises in the possession of the Trustees at the cost of the consignees, owners or importers and without any previous notice to them if he deems it necessary to do so for the safe and convenient working of the Docks.

62. Discharge & shipment of coal in bulk or cargoes likely to foul Dock wharves.—The discharge and shipment of any cargo like coal in bulk or cargoes likely to foul Dock from and into ships in Dock, may be effected only with the written permission of the Traffic Manager who may refuse such permission in cases where he considers any loss or damage to property will be likely to arise from coal dust or otherwise, caused by such discharge or shipment.

Permission accorded to discharge and / or ship such cargo on and from shore, will be subject to the importer or shipper or their accredited agents agreeing to reimburse the entire cost of clearing the wharf of the residue.

63. *Discharge and shipment of cargoes likely to be nuisance or injurious or dangerous to health.*—Discharge of any goods or substance in rotten or damaged condition which, in the opinion of the Traffic Manager / Food Safety and Standard Authority of India is likely to be a nuisance or injurious or dangerous to health shall be prohibited.

64. *Removal from Dock of any rotten, etc., goods discharged from a vessel.*—If any vessel shall discharge in Dock any goods or substance in such a rotten, putrid, damaged or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Food Safety and Standard Authority of India or if any goods or substance discharged from any vessel and lying in Dock shall become in such rotten, putrid or other condition as to be a nuisance or injurious or dangerous to health in the opinion of the Food Safety and Standard Authority of India, the Traffic Manager may require the owner thereof, or, if the owner should disclaim, deny or dispute the consignment or decline all responsibility, or if there should be no owner, the master, owner or agent of the vessel from which the goods or substance had been discharged, to forthwith cause the said goods or substance to be removed out of Dock, and if such owner or such master, owner, or agent, as the case may be, shall, or being so required, refuse or neglect, for the space of twenty four hours after notice, to remove such goods or substance, then such removal may be effected in such manner as the Traffic Manager may think fit and he may, if he thinks necessary, cause the said goods or substance to be destroyed, and the said owner or the said master, owner, or agent, as the case may be, shall, within forty-eight hours after demand in writing, pay to the Trustees all the costs or expenses attending or occasioned by such removal and destruction and of such cleaning, purifying or disinfecting the place of discharge or storage as may be considered desirable and shall be further liable to the penalty prescribed under the Regulation.

65. *Transfer of vessels from their berths.*—The Traffic Manager may himself, or through the Senior Dock Master, direct any vessel to move from any one berth in Dock, to any other, provided that the berth to which such vessel is about to be shifted is vacant. The master, owner or agent of the vessel shall be responsible for the cost of removing any cargo not shipped from the old and the new berth, provided that 24 hours notice to transfer shall have been given by the Traffic Manager. The Trustees will not be responsible for any necessary delay, which may be caused to a vessel in effecting a transfer under this Regulation.

66. *Vessels overlapping or double banked.*—Vessels occupying quay-side berths shall give such facilities for loading and unloading cargo to and from vessel occupying outside berths as the Traffic Manager may consider reasonable, and the Trustees will not be responsible for any delay or demurrage that may occur, by reason of overlapping or double banking of vessels, to the overside, loading or unloading of such vessels.

67. *Supervision of cargo to be discharged.*—Cargo shall not be discharged from any vessel in Dock except under the directions and superintendence on board such vessel of the master or owner of the vessel or of a stevedore licensed by the Chairman to perform such work in Dock. Such master, owner or stevedore shall be personally liable in respect of any loss or damage arising from the careless or improper slinging of goods on board such vessel.

68. *Masters to provide proper lights on board.*—Masters and owners of vessels in Dock shall be responsible for the proper provision of lights in all those parts of vessels, where work is being carried on in any way connected, directly or indirectly with the use of the Trustees' cranes, quays, piers or other property. In default they shall be liable in respect of any loss or damage to life, limb or property that may result.

69. Regulations in respect of the Trustees' cranes.—Masters and owners of vessel and their employees and the stevedores licensed by the Chairman working cargo on such vessels, shall see and be severally and personally responsible that goods handled are weighing less than the capacity of the cranes provided by the Port. When the Trustees' cranes are employed they shall be used alone and no other lifting gear whatsoever shall be used in conjunction with them on any one lift.

70. Making up of slings - cranes not to be used under vessel's coamings.—Slings of import goods shall be made up directly under the open hatchway of any vessel unloading in Docks and under no circumstances shall the Trustees cranes be employed for the purpose of breaking out or removing goods from under the coaming.

71. Use of vessel's winches.—Masters and owners of vessels employing their own cranes or winches for the loading or unloading of goods shall do so at their own risk and responsibility in respect of any loss or damage to goods arising from any cause whatsoever. Cranes are fixed in position as directed by the stevedores. Ship's officers must see that Dock cranes work clear of ship's gear.

72. Heavy Lifts.—The Traffic Manager may prohibit the landing from any vessel of any single article or package of over 30 tons in weight, except by the Trustee's cranes, subject to availability provided for the purpose, should it, in his opinion, be necessary or advisable to do so.

73. Discharge of heavy lifts.—(a) Single articles and packages of over 5 tons in weight on discharge from vessel, shall be properly lowered and firmly and securely placed on trucks standing not less than 6 ft. from the edge of the quays and made ready to receive and remove all such articles, and packages from the quay; in default, the Trustees will refuse to accept receipt or acknowledge any liability or responsibility in respect of any loss or damage occurring to such articles or packages.

(b) Articles and packages of one metric ton and above shall not be loaded on board any vessel in the Docks/Harbour Walls unless the gross weight of each such article or package is marked upon it by consignors or their agents in English language in metric tons, kilograms and clearly visible on two sides.

74. Manner of packing. —(a) The goods in heavy package shall be securely packed in a strong covering in such manner that there is no movement of the goods inside the package or any danger of the disintegration of the goods or the covering.

The covering shall be of such material and nature as can stand the strain of the package being handled during the course of loading and unloading so that the risk of any injury to persons who handle the package is minimised.

(b) *Marking of approximate weight in certain circumstances.*—Where at the place from where heavy package is consigned there are no means available for determining the correct weight of the package, the anticipated minimum and maximum weight of the package in metric tons, kilogrammes, shall be marked thereon in the manner herein before specified by the consignor or their agent.

PROVIDED THAT such anticipated maximum weight shall be so assessed that it does not fall below the actual weight of the package.

Consignors and their agents, masters, officers, owners and agents of vessels and licensed stevedores will be held responsible for any breach of the provisions of this Regulation.

75. Discharge of dangerous, hazardous and fragile goods.—Kegs or drums of oils, paints and bricks, earthenware pipes and similar goods, which require careful handling and, as far as practicable, dangerous or hazardous cargo shall be discharged from a vessel in iron trays and not in wire or rope net slings; the Trustees will not be liable or responsible in respect of any loss or damage to such goods arising or resulting from the non-observance of this provisions.

76. Supply of labour by the Trustees for working goods in Dock and Extended Dock Areas.—The Trustees shall provide the necessary labour for handling import and export goods and for transshipment in Dock, but will accept no responsibility of loss or damage arising in consequence of sufficient labour being unobtainable owing to strike or riots, to the sudden outbreak of epidemic disease or to any other cause beyond their control.

The Trustees may however, permit owners of cargoes or their agents to undertake the landing and / or shipment of goods from and on vessel in the Docks for which they will be allowed a rebate on the wharfrage rate as prescribed by the Trustees from time to time.

Labour shall be supplied under the following conditions :—

(i) The requisition shall be made in writing by the stevedores in consultation with the master or agent of the vessel requiring labour within the time schedule prescribed by Traffic Manager.

(ii) Indent for cancellation for labour shall be placed with the Traffic Manager before the time prescribed by him for the purpose.

77. Cargo to be discharged, Bill of lading-wise.—(i) Vessels discharging cargo in the Docks shall tender such cargo in separate lots as identified by applicable ocean Bills of Lading and marks.

(ii) The Traffic Manager may refuse to receive or handle cargo not properly segregated by the vessel, but the Traffic Manager may, at his discretion, segregate such cargo at the expense of the Master, Owner or Agent of the vessel without giving any previous notice to them if he deems it necessary to do so for the safe and convenient working of the Docks.

(iii) The Traffic Manager may refuse to receive any goods discharged from a vessel, which for want of description or proper distinguishing marks, are considered to be difficult to deliver to proper owners.

(iv) The Traffic Manager may refuse to deliver part only of a consignment of iron and steel bars, hoops, pipes etc., or of any similar materials or articles.

78. Responsibility for goods.—The Trustees will not take charge of, or be responsible for, any goods discharged from any vessel not properly berthed according to 'Trustees' Regulations.

79. Responsibility for goods only if losses or deficiencies are pointed out prior to removal.—The responsibility of the 'Trustees' for the condition or safe custody of goods imported into or exported from Dock shall not commence until such goods have been received into the charge of the Traffic Manager. The Trustees will not be answerable or liable for deficiencies of merchandise produced by natural or unavoidable causes nor for damage or deficiencies caused to cargo such as motor vehicles castings and other fully fabricated goods arising out of their being unpacked or unprotected. The Trustees will not be answerable or liable for any losses or deficiencies whatever, unless ascertained, pointed out to and acknowledged by the Traffic Manager previous to the removal of the goods from Docks and extended Dock areas.

80. *Stacking of cargo unloaded from vessel.*— Import goods unloaded from vessels in Dock (except in cases of special arrangements where the landing and delivery of goods is undertaken by the owners of the vessels) shall be received charge of, after the goods are tendered by the Master, Owner or Agent of the vessel in separate lots as identified by applicable ocean Bills of Lading and marks by the Traffic Manager, who will undertake their proper stacking either in the open or in the sheds and will hold such goods for delivery to the proper owner.

81. *Removal of cargo from landing shed to alternate place.*— The Traffic Manager may prohibit storage of goods or give receipts of cargo landed at berths on the Harbour Wall or Ballard Pier, Ballard Pier Extension or at any other berths due to lack of space or suitable storage area. In such cases, he may direct the shipping agents to remove the goods or part of it to an alternative place for storage provided by the Traffic Manager at their expense or he may arrange immediate removal at the expense of the consignee if such action be, in his opinion necessary. Receipts will be given for the cargo received at the storage place.

82. *Damaged goods landed by day.*— Remarks will be passed on all goods landed from any vessel in an apparently broken, chafed or damaged condition, and for all such goods the Trustees will neither accept nor admit responsibility or liability whatsoever.

83. *Damaged goods landed by night.*— The Trustees will accept no liability whatsoever in respect of goods such as currency paper, wine and spirits heavy lifts over 30 tons, other costly items if discharged at night. Ship owners and Agents desiring to discharge such goods at nights are permitted to do so entirely at their own risk and responsibility.

84. *Responsibility for amount of goods only received.*— The Trustees will accept responsibility of import goods only for the number of articles or packages acknowledged and signed for by the Traffic Manager in the receipts granted for such import goods to the master or owner of the vessel.

85. *Issue of receipt and remark list.*— The Traffic Manager will furnish receipts to masters and owners or Agents of vessels in respect of all goods landed in Docks together with a remark list of damaged or doubtful packages, not later than the end of the fourth working day following the date of landing or where the goods are not tendered bill of lading-wise, not later than the end of the fourth working day following the date of completion of sorting and stacking of cargo according to the Bills of Lading.

86. *Responsibility for export goods.*— Goods brought into Dock for shipment must be given into the charge of the Traffic Manager or his authorised Receivers at the sheds, and must be placed in the sheds. The Trustees accept no responsibility for goods not so taken charge of and placed or for any goods placed in the open and all such goods will lie at Shipper's sole risk.

87. *List of Dangerous goods (export).*— In respect of Dangerous goods to be shipped, a list of such goods together with instructions regarding the mode of handling and storage shall be furnished to the Shed Superintendent where vessel is berthed to enable him to make arrangements for their safe storage and shipment.

88. *Labour for Shipment of goods.*— Subject to the conditions stated in Regulation No. 76, Trustees will provide labour for shipment of export cargo taking charge and will undertake proper shipping and delivery of such goods to the Master or Owner of the vessel.

89. *Procedure for shipment of goods.*— Goods for shipment shall not be loaded on board any vessel in the Docks unless :—

(a) The Customs Export Shipping Bill with " Let Export " Order have been produced and in the case of transshipment cargo the transshipment permit or Boat Note and the Shipping Order.

(b) The Traffic Manager may, however, ship the goods in anticipation of the payment of the Trustees charges due thereon and referred to above but he shall in such a case, retain the vessel's receipt for the goods as security for the payment of such charges.

(c) On payment of Port charges, a copy of receipt of payment shall be given to the shipper or his agent. The shipper or his agent shall hand over a copy of Shipping Bill with " Let export " order and receipt of payment to the Shed Superintendent where the goods have been shipped or stuffed. The Shed Superintendent on satisfied that the documents are in order and the goods have been shipped, shall hand over the Mate Receipt to the shipper or his agent.

90. Goods to be shipped to be of sound condition.— Only goods, in apparently sound condition will be shipped and for these 'clean', receipts only will be accepted by the Traffic Manager from the master or owner of a vessel, unless the shipper or his authorised representative shall furnish a written undertaking that " remarked " receipts may be accepted.

91. Receipts for goods shipped.— Masters, Owners and Agents of vessels shall furnish receipts to the Traffic Manager in respect of :—

(a) Goods shipped in Dock on the previous day at 10-00 a.m. daily.

(b) Goods shipped in Dock on the day or night preceding the departure of the vessel; every 2 hours.

Receipts shall in all cases be furnished to the Traffic Manager before a vessel shall be allowed to leave Dock.

92. Goods for shipment.— Goods for shipment shall be received in Dock and extended Dock areas only under the orders of the Traffic Manager; they shall be stacked according to directions and shall under no circumstances be allowed to obstruct the traffic in the Port areas.

93. Goods for shipment and shut out will be removed by the Traffic Manager at the expense and risk of agent / shipper.— Where goods have already been brought for shipment and the ship is unduly delayed or ship which has arrived is not loading the cargo due to dispute with shipper or for any other reasons, the Traffic Manager shall in such instances, direct the ship owner/agent/shipper to remove the cargo out of the Dock forthwith, failing which Traffic Manager shall arrange to shift the cargo to any of the outlying area of the Port at the expense or risk of the ship owner/agent/shipper.

94. Responsibility for goods in general.— Under the Port of Mumbai (Responsibility for Goods), Regulations, 1975 as amended from time to time the period prescribed for responsibility for loss or damage shall be 7 clear working days from the date of taking charge. Notice of loss of / or damage to the goods for which the Board has taken charge shall be given within a period of seven clear working days from the date of taking charge. In computing of seven clear working days referred to, account shall not be taken of the day of taking charge of the goods.

95. Valuable goods.— Packages containing bullion, specie, precious stones, gold dust, jewellery or other property of considerable value and appearing on the general manifest shall be delivered direct to owners by the masters or owners of vessels under their own responsibility, but only after intimation shall have been given to the Traffic Manager (through his officer in the transit shed) for examination and verification of the Customs and other documents. In like manner shippers of the articles enumerated in this Regulation shall make similar arrangements for shipment.

96. Responsibility of lost or damaged goods.— The Trustees will accept no liability or responsibility whatsoever for loss of or damage to goods unless notice of loss or of the damage alleged shall have been received prior to shipment or delivery as the case may be.

97. Detention of goods for freight, etc.— Goods landed from a vessel in Dock and given into the custody of the Trustees shall be detained for freight or other charges payable to the owner of the vessel on receipt of due notice in writing from the master or owner of the vessel or his agents prior to landing of goods; such goods shall be retained either in the warehouses or sheds of the Trustees at the risk and expense of the owners of the said goods until the lien shall have been discharged or the amount claimed for freight shall have been deposited with the Trustees. Goods delivered from a vessel overside into boats or floated in Dock for removal outside the Dock cannot be detained.

98. *Delivery of goods, Bill of Lading and Delivery Order.*—Goods landed in Dock and received charge of by the Traffic Manager shall be delivered only on production of the Bills of Lading, accompanied by an order authorising delivery from the master or owner of the vessel discharging such goods, or his agent. Any alteration, informalities or discrepancies appearing in a Bill of Lading shall be certified by the master or owner of the vessel or his agent before delivery will be given.

99. *Delivery of goods and payment of charges.*—(a) Where customs' document are computerised importers or representative applying for delivery of goods shall produce a photo copy of Bill of Entry known as MbPT copy of the Bill of Entry, a copy of Customs Examination Order, Bill of Lading duly discharged or Agents' Delivery Order to the Port whereafter the importer shall complete Customs examination procedure and obtain the " Out of Customs Charge " order on the original copy of the Bill of Entry. Alongwith MbPT copy of the Bill of Entry, importer's copy of Bill of Entry, a copy of " Out of Customs' Charge " order and a copy of the duty paid challan shall be submitted to the Port Trust for assessment of Port charges. On payment of Port charges, importer's copy Bill of entry and Port Trust copy of Bill of Entry shall be compared. On being satisfied that documents are in order, delivery shall be authorised. The documents shall then be handed over to the representative of the importer for clearance of cargo.

(b) Where Customs' documents are not computerised, port trust Copy of Bill of Entry and Agents' delivery order shall be presented to the port whereafter importer or his agent shall complete Customs examination process and obtain " Out of Customs' charge " order on Customs duplicate Bill of Entry. The port and customs duplicate Copy of Bill of Entry shall be presented for assessment and payment of port charges. On payment of port charges, both copies shall be compared. On being satisfied that they are in order, the concerned officials shall authorise passing of this goods out of the port area.

100. *Delivery of goods overside.*—In every case where delivery of goods is given over a vessel's side into boats, the master or owner shall himself take such steps as he may think necessary to secure payment of any outstanding amounts that may be due in respect of freight or other charges.

101. *Liability for opened packages.*—Permission granted by the Commissioner of Customs to owners or their representatives, at their request, to open packages in Docks and extended Dock areas shall be countersigned by the Traffic Manager. Packages so opened shall lie at the risk of the owner thereof. Packages opened for appraisement or by order of Customs' Commissioner shall also lie at the risk of the owner thereof.

102. *Delivery of goods – Removal from Dock.*—Goods taken delivery of, but not removed from the Dock and extended Dock areas shall lie at the risk of the owner thereof.

103. *Goods not to be removed without Customs' documents and payment of Port charges.*—Goods shall not be removed from the Docks quays, roads, or sheds unless covered by a Customs documents permitting removal and upon production of Trustees Receipt for payment of Port charges due on the goods.

104. *Removal of goods to uncleared warehouse.*—The Traffic Manager may order the removal of all uncleared goods from the Dock sheds to the uncleared goods warehouse immediately after the expiry of the free days allowed under the Trustees' scale of rates and without any previous notice whatsoever to the owner of the goods. In the case of acute congestion of cargo in the shed or in other emergencies, such removal could be effected before the expiry of free days.

Chapter V—Regulations in respect of containers and containerised cargo

105. Container handling / storage in Docks.—Containers are handled and stored in the Docks as well as in the extended Dock areas mentioned in Regulation No.2A.

106. Advance list of containers to be discharged.—In respect of container vessel, in addition to the Import General Manifest an advance list of containers showing the container number, size and status shall be submitted to the Traffic Manager, by the ship owner / agent /slot charterer of the vessel or the transporter duly appointed by them at least 48 hours before berthing of the vessel.

In respect of vessels carrying containers of more than one line, it shall be the responsibility of the ship owner / agent /slot charterer of the vessel applying for berth to furnish the complete Import General Manifest and advance list of all containers brought by the vessel.

107. Container discharging tally.—A tally of containers shall be maintained at the time of discharge from vessel indicating the container number, size, seal number and it's condition. Where the seals are missing or damaged a new seal with legible number shall be placed on the container by the master / owner / agent / slot charterer of the vessel and the same shall be noted in the Tally Sheet. Copy of tally sheet shall be given to master/owner/agent of the vessel.

108. Responsibility and receipts only after de-stuffing of cargo.—The Trustees shall neither accept custody or nor give receipts and shall not be responsible in any manner whatsoever in respect of any goods or cargo landed from any vessel, in containers until such goods are destuffed from the containers by the owner or agent or the slot charterer of the vessel and received in Trustees sheds or warehouses assigned for that purpose by the Traffic Manager.

109. Tally of cargo destuffed.— A tally of cargo shall be maintained at the time of destuffing of containers and the goods shall be received directly into sheds or warehouses assigned for the purpose. The tally shall indicate the marks and numbers, number of packages and their condition, a copy of which shall be given to the owner or agent or slot charterer of the vessel as the receipt of cargo destuffed. The tally sheet shall indicate the container's seal number and its condition at the time of destuffing.

110. Transshipment containers.—In respect of containers meant for transshipment to Inland Containers depots (either by Rail or Road) a Sub-Manifest for Transshipment (SMTP) shall be furnished to the Traffic Manager. Such containers after landing from vessel shall be removed to Rail Container Depot and shall be loaded on the railway rakes/ trailer only after SMTP is passed by the Customs and on receipt of loading instructions from the Traffic Manager. Similarly, transshipment containers arriving from Inland Container Depot for export shall be unloaded at Rail Container Depot and thereafter loaded on vessel after SMTP is passed by Customs.

111. Loss or damage during transportation from Docks to extended Dock areas and vice versa.—Trustees shall not be responsible for loss / damage to cargo in containers occurring during its transportation from Docks to extended Dock areas and vice versa. The ship owner/agent/slot charterer, arranging for the transportation of containers from Docks to extended Docks area and vice versa shall be responsible for the safety as well as security of containers and cargo in the containers during the movement of containers to/from extended Dock area from/to Docks.

112. Containers to be secured properly.—Trailers / motor vehicles used for transportation of containers shall be suitable for the purpose and shall be provided with twist locks. Container shall be secured properly on the trailer / motor vehicle during the transportation. No part of the container shall protrude outside the trailer / motor vehicle while transporting containers to and from Docks.

113. Use of proper equipment.—Equipment used shall be suitable for handling containers and spreaders shall be used while handling containers.

114. Destuffing of Full Container Loads.—Trustees are not obliged to destuff cargo from full container loads (FCLs) irrespective of the age of the containers, except in accordance with the guidelines issued by the Tariff Authority for Major Ports or the Ministry of Shipping under the provisions of the Major Port Trusts Act, 1963.

115. Destuffing of Less than Container Loads.—The Ship Owner/Agent/Slot Charterer shall submit the CLP of the LCL container, duly verified by the competent authority or his assistant for dangerous good with instructions regarding mode of handling and storage of the same, to the Shed Supdt., well in time, to enable timely destuffing of LCL containers. LCL containers shall be destuffed within a reasonable time after landing from vessel and upon submission of duly verified CLP by the agent to enable the consignee to take delivery of the cargo.

116. Containers to be stacked properly.—Import or export container shall be stacked in the Docks or in the extended Dock areas as per the direction of the Traffic Manager. Ship owner/agent/slot charterers and their transporters shall ensure that containers shall not cause any obstruction to the movement of or stacking of containers of other lines.

117. Storage and responsibility for import cargo after destuffing and export cargo upto stuffing.—Storage, delivery and responsibility for the import LCL cargo after destuffing from containers and export cargo before stuffing into containers shall be governed by the relevant provisions in Chapter IV of these Regulations.

118. Responsibility for export cargo.—In respect of goods received for shipment, Trustees shall not accept liability or responsibility for loss or damage to goods occurred after the same are stuffed into container.

119. Confirmation of containers shipped.—In respect of containers shipped, vessel owner / agent / slot charterer shall furnish the list of containers shipped on their vessel, with container number, size, gross weight of cargo etc. within two days from the sailing of the vessel.

120. Container handling / storage under Traffic Manager.—Container discharging / shipping, movement, stuffing and de-stuffing within the Dock and extended Dock areas will be under the control of the Traffic Manager.

Chapter VI – Regulations in respect of Dangerous goods

121. Transport, handling and storage of Dangerous goods, Explosives and Ammunitions.—
(i) The handling and storage of dangerous goods in Mumbai Port shall be governed by provisions of "Mumbai Port Trust (Transport, Handling and Storage of Dangerous goods) Regulations, 2007" as amended from time to time. The Competent Authority for the purpose of these regulations is the Deputy Conservator of the Port.

(ii) Vessels carrying explosives and Ammunitions on board shall abide by the rules regulating the Handling of Explosives in the Port of Mumbai appended in Chapter IV of the Bombay Port Rules as amended from time to time in addition to the Explosive Rules, 2008 framed under the Indian Explosives Act, 1884.

122. Arms.—The Master, Owner or agent of every vessel entering Dock and having on board as import cargo for discharge packages containing arms and ammunition, shall as soon as possible after arrival in Dock furnish to the Traffic Manager a complete list of all such packages. All packages containing arms and ammunition shall be sealed by the master of the vessel before discharge, and, on discharge, shall be handed over by the master into the direct charge of the Shed Superintendent, who will grant a receipt therefore in the prescribed form and will immediately lock up the packages in the Transit Shed pinjra. Packages containing arms and ammunition shall under no circumstances be discharged from a vessel at night. The Trustees will accept no liability or responsibility whatsoever in respect of any packages containing arms and ammunition discharged from a vessel otherwise than in strict conformity with this Regulation.

The external condition of all packages containing arms and ammunitions will be carefully examined before receipt is given therefore and any matters, which appear to call for mention, will be entered in the remarks column thereof. The Trustees may grant exemption from this Regulation to any vessel or line of vessels, and for any period the Trustees may think fit.

123. Service ammunitions.—Service ammunition, safety cartridge including small arm and ammunition, when forming part of the equipment of troops embarking or disembarking may be permitted in accordance with the Rules appended to the Bombay Port Rules as amended from time to time.

Arms and ammunitions being carried by Anti Piracy guards, employed/contracted by the Shipowner/Charterer or master of the vessel is permitted, provided it is declared and kept in the sealed locker prior to entering in the port.

124. Petrol for use in emergencies.—Vessels having on board petrol for use for their emergency dynamos, emergency wireless transmitters and other domestic requirements will be permitted to enter the Docks provided the Master furnishes a certificate that the petrol is stored in properly constructed tank/tanks or stored in properly constructed standard cans, drums or barrels.

125. Petrol replenishment before sailing.—Vessels may be permitted to replenish their domestic requirements of petrol immediately before sailing provided the petrol is brought into the Docks in the charge of a responsible person in standard properly stoppered cans, drums or barrels and is taken on board in broad daylight and on the condition that the said receptacles are not to be opened and decanted except when absolutely necessary and under the supervision of a competent ship's officer.

126. Naval explosives in warships.—(a) Naval explosives in Combatant Warships berthed in Wet Dock or alongside the Harbour Wall when stowed below decks in properly fitted magazines and under the supervision laid down in the Naval Magazine and Explosive Regulations, and in the case of Warships to which the Naval Magazine and Explosive Regulations do not apply, subject to the production of a certificate from the Commodore-in-charge, Bombay certifying that the particular Warship is an orthodox Warship and therefore deemed to have satisfactory regulations for the safe custody of explosives on board, provided there is no handling, i.e. embarking or disembarking of explosives/ammunition in that ship, shall be permitted.

(b) Ammunition Carriers, Mine Layers, etc. which carry explosive/ammunition as freight will not be admitted to the Docks or to the Harbour Walls thereof.

127. Naval Explosives.—Naval Explosive such as filled shells, warheads, bombs and Q.F. ammunition in magazines fitted with rack stowage in Combatant Warships berthed in dry Dock for short periods with the full crew on board and subject to Naval Magazine and Explosive Regulations, and in the case of Warships to which the Naval Magazine & Explosive Regulations do not apply, subject to the production of a Certificate from the Commodore-in-Charge, Mumbai, certifying that the particular Warship is an orthodox warship and therefore deemed to have satisfactory regulations for the safe custody of explosives on board, for the following purposes, provided there is no handling, i.e. embarking and disembarking of explosives ammunition in that ship shall be permitted :—

(a) Coating of bottoms and examination of underwater fittings ;

(b) Effecting repairs, which is known, will not entail work in the vicinity of compartment containing explosives, i.e. to shift propellers, repairs to rudders, etc.

128. Explosives in transit to another Port.—Vessels carrying explosives on board the vessel in course of a transit to another Port are permitted, if carried in a magazine or magazines constructed so as to comply in all respects with Board of Trade requirements and in regard to which vessel has complied with the Port Explosives Rules. Such explosives will be permitted to remain on board the vessel while berthed at the outer berths but will not be permitted to be brought into the Dock.

129. *Unpressed cotton aloe fibre, unpressed hemp cotton fly oil waste; American cotton, etc.—*

Package of unpressed cotton, known as buffaloes docras, and bundles, American cotton, hemp and jute, except in full pressed bales, Indian aloe rhea, coir and other fibres, flax, waste (clean and oily), cotton fly, grasses, of all kinds, coal-tar, pitch and exposed or unexposed cinema and camera films and scrap or waste films except those having a cellulose, acetate or other safety base and other hazardous goods which the Trustees may, from time to time, by notice at the Dock, specify shall not under any circumstances be placed in a Dock shed, but shall forthwith on the arrival of a vessel be taken delivery of and removed from Dock by the owner of the goods or the master, owner or agents of the vessel. And if any such package is brought into Dock for shipment, it shall not be placed on any Dock quay, wharf, or road but shall forthwith be shipped. The Traffic Manager, may, by arrangement, allow unpressed cotton, etc., and other hazardous goods to be stored on the quays or other open spaces, at the risk and responsibility of the owner, and the Trustees will not be responsible or liable for any damage sustained from rain or from any cause whatsoever. Unpressed cotton, etc., and other hazardous goods placed in Dock shall be removed by the owners or shippers, if called upon on six hours' notice being given by the Traffic Manager, and if not so removed, the Traffic Manager may remove such goods at the cost of the said owner or shipper. Packages of American cotton cannot be received into any of the Dock sheds; but will be landed on the quay and if not cleared within 24 hours will be carted at the expense of the owner and stored in the special shed erected for the purpose.

130. *Combustibles, etc. on board a vessel to be securely locked.—*

Combustibles and explosives for signalling purposes only shall be allowed on board any vessel in Dock and shall before such vessel enters and while she remains in Dock be secured under lock and key in suitable cases or magazines in a safe place set apart for such purpose and no person shall have access thereto unless in the presence of an officer of the vessel whose duty it shall be to see such place securely relocked, the key being kept in charge of the master or owner of the vessel.

131. *Gases and liquids under pressure.—*Packages consisting of cylinders containing gases, liquids or dissolved acetylene under pressure may be handled in the dock quays subject to the following conditions :—

(i) (a) Cylinders containing gases and liquids under pressure shall comply in every respect with the provisions of the Gas Cylinder Rules, 2004 or under such conditions as have been specially permitted by an order in writing by the Chief Inspector of Explosives in India under Rule 17 of the said Rules.

(b) Cylinders containing dissolved gases shall comply with the provisions under MbPT (Transport, Handling and Storage of Dangerous Goods) Regulations, 2007 as amended from time to time.

Note.—Empty dissolved acetylene cylinders normally contain a small amount of acetylene dissolved in acetone and absorbed in porous moss. They shall be treated as full for purpose of this Rule.

(ii) Discharge or loading at night of cylinders containing gases, liquids or dissolved acetylene under pressure will not be permitted.

(iii) Delivery from ships shall be effected by the consignees immediately as far as possible and in any case within 24 hours, failing which the Traffic Manager shall arrange for their immediate removal to Haji Bunder, the cost of which will be recovered from the consignees.

132. *Cylinders under pressure to be shipped directly.—*Packages consisting of cylinders containing gases, liquids or dissolved acetylene under pressure brought into Docks for shipment shall not be placed on any dock quay, wharf or road but shall forthwith be shipped.

Chapter VII – Regulations in respect of handling of dry and liquid bulk cargo in the Docks including bunkering of vessels.

133. Discharge of dry bulk cargo.—Subject to the conditions hereunder specified, a vessel shall be allowed to discharge grain or other dry cargoes in bulk manually or by means of the suction process or pumping out process through pipelines or other appliances at such berths as may from time to time be allotted for the purpose by the Traffic Manager.

(a) Written application for permission to use the appliances above noted and erection of pipe lines for such purpose for discharging grain or other dry cargoes in bulk shall be made in advance to the Traffic Manager by the Master, Owner, Agent or Consignee stating the number of such appliances which will be in operation.

(b) Such Master, Owner, Agent or Consignee shall be liable to indemnify the Trustees of Port of Mumbai for any loss or damage whatsoever arising from any of the operations connected with the discharge of grain or other dry cargoes in bulk through such pumps or appliances and pipelines.

(c) The rate of discharge from a vessel will be so regulated as to keep pace with the rate of bagging of the grain or other dry cargoes in bulk, stacking of bags and their clearance and such Master, Owner, Agent or Consignee shall for the purpose maintain a competent supervisor at the shed who shall superintend and direct the carrying out of all the operations in connection with the vessel's discharge.

(d) The Traffic Manager may, in his discretion direct any of the operations connected with the vessel's discharge to be suspended for such length of time as he may consider necessary, if in his opinion the continuance of the operation is likely to result in damage to any of the property belonging to the Trustees and or cause congestion on the wharf or the transit areas in an around the shed.

134. Dry bulk cargo to be stored away from shed wall.—Vessels discharging dry bulk cargo on the wharf should ensure that the cargo heap do not rest on the shed wall. The cargo should be stored sufficiently away from the shed wharf. If the cargo heap is resting on the wall, Traffic Manager shall stop further operations until the heap is cleared.

135. Use of canvas cloth or wooden shoot between ship and quay wall.—Master, owner or agents of the vessel loading / unloading bulk cargo or any other loose material shall use canvas cloth or wooden shoot between the ship and quay wall to the satisfaction of the Traffic Manager to prevent falling of bulk cargo into dock basin.

136. Wharf to be cleared after discharge/loading.—Master, owner or agent of vessel discharging/loading dry bulk cargo shall ensure that on completion of vessel's operation or clearance, the wharf is cleaned and if required washed so that there is no obstruction for discharging cargo from the next vessel at the same berth.

137. Discharge of liquid bulk cargo.—No vessel carrying petroleum, oil lubricants and their products and chemicals in bulk, which are dangerous, shall be berthed at any berth in the Docks. Vessels carrying only non dangerous petroleum products like lube oil and other bulk liquid like vegetable oil etc. and whose flash point is 65°C or more will be permitted at the designated or any other berth in the Docks for discharge through pipelines or tank lorries provided, the following regulations as to the mode of discharge and precautions to be taken are followed :—

(a) A certificate from the competent authority shall be produced to the effect that the flash point of the product is 65°C or more before the vessel is berthed.

(b) Master, owner or agent of the vessel shall produce a gas free certificate from the Competent Authority before entering the dock.

(c) No smoking shall be allowed on board any bulk oil vessel except in the room specially earmarked for the purpose.

(d) No fire or light shall be allowed near any bulk oil vessel, in the Dock or on the adjoining quay, except the galley and engine room fires, electric light and the permanent lamps used for illuminating the Docks.

(e) The appliances used for transferring oil from the vessel to the pipeline or to tank barges or tank lorries or *vice versa* shall be in all respects suitable for the purpose and in good condition and all proper precautions shall be taken to prevent the leakage or discharge of any oil into Dock before, during or after the transfer.

(f) Master, owner or agent of the vessel discharging oil directly into tank lorries shall ensure that there is no over flowing of oil during the operation.

(g) During the operation, the ship's officer shall be present on board and it shall be incumbent upon him to see that these regulations are complied with and that every necessary and proper precaution for safety is taken.

(h) The vessel discharging / loading oil including edible oil through tank lorries or pipelines shall ensure that precautions mentioned above are taken to prevent any oil or oily water from dropping on to the wharf or into the Dock Basin during the pumping operations.

(i) The master, owner or agent of the vessel shall arrange to clean the quay or any portion of the shed, if oil has been spilled during the operation, failing which Traffic Manager will arrange to clean at the cost of the master, owner or agent of the vessel.

(j) Every vessel while in Dock shall have her engine working so as to be ready to move immediately if necessary and shall move immediately upon an order to that effect from the Officer of the Trustees.

138. Loading of liquid bulk cargo.—Only vessels carrying non dangerous petroleum products like lube oil and other bulk liquid like vegetable oil whose flash point is 65°C or above will be permitted at any berth in the Dock for loading through pipelines or tank lorries provided the following precautions are observed :—

(a) Certificate from the competent authority shall be produced to the effect the flash point of the product is 65°C or above before the vessel is berthed.

(b) Before berthing of the vessel, the master, owner or agent of the vessel shall produce a gas free certificate from the Competent Authority. During the time the vessel is receiving oil, an officer of the ship and the representative of the shipper shall be present on board and it is incumbent upon them to see that the regulations are complied with and that all precautions of safety are observed.

(c) No smoking shall be allowed on board the vessel except in the area earmarked for the purpose.

(d) A suitable drip tray or other contrivance shall be placed under the connecting pipe to prevent any oil from dripping on the wharf or Dock Basin.

(e) Before pumping commences, an attendant of the Oil Company supplying the oil shall see that the telephone connection to the Oil Depot is in working order.

(f) Master, owner or agent of the vessel shall be liable for any damage to cargo or property belonging to or incharge of Trustees by any leakage or any defect or failure of the appliances or the property of the shipper or suppliers.

(g) Master, owner or agent of the vessel shall arrange to clean the quay or any portion of the shed, if any bulk liquid oil has been spilled during the operation failing which Traffic Manager will arrange to clean at the cost of the master, owner or agent of the vessel.

139. Bunkering Petroleum Fuel Oil.—Bunkering of vessels with Petroleum Fuel Oil in the Docks by means of Trustees' service pipelines, barges or tank lorries will be permitted provided :—

(i) Owner or agent of vessel shall have previously furnished the Trustees a general guarantee as shown in Appendix 'F' signed by them that the flash point of all fuel oil used for bunkering ships belonging to them is in all cases at or above 65°C under the terms of their bunkering contract with suppliers, failing which, the master or agent of the vessel prior to berthing produces a certificate in the form subjoined to the effect that the fuel oil to be received has a flash point at or above 65°C.

Form of certificate :—

- (1) Quantity of fuel oil in vessel.
- (2) Description of oil.
- (3) Specific gravity of oil.
- (4) Number of samples taken.
- (5) Flash point by approved test.
- (6) Signature of officer making above test.
- (7) To be signed by the Competent Authority of the supplier of oil.

(ii) In the case of bunkering by pipelines or tank lorries, permission of the Traffic Manager is obtained.

(iii) In the case of bunkering by barges, permission from the concerned Senior Dock Master/ Dock Master is obtained.

(iv) During all such time as any vessel is receiving fuel oil, the master, or first mate and Chief Engineer/Second Engineer of such vessel shall be present on board and it shall be incumbent upon them to see that these regulations are complied with and that all reasonable precautions for safety are observed.

(v) An attendant of the Oil Company supplying the bunkers shall be stationed alongside the flexible connecting pipe while bunkering is in progress.

(vi) No smoking, cooking, naked lights, or forges shall be allowed on the vessel's decks while bunkering is in progress.

(vii) A suitable gutter or other contrivance shall be placed under the connecting service pipe to prevent any oil from dripping, leakage on the wharf or into the Dock basin.

(viii) Masters and owners of vessels receiving fuel oil and suppliers of fuel oil for bunkering shall personally and severally be held liable for any damage whatsoever that shall have been caused to cargo or property belonging to or in charge of the Trustees by any leakage of fuel oil due to or arising from negligence or any defect in or failure of apparatus or appliances the property of the vessels or the Suppliers.

(ix) No cargo other than steel plates, iron rails, and similar goods unaffected by oil shall be allowed on the wharf within 50 feet of the oil stand pipes, and shed doors immediately behind them shall be kept closed while bunkering is in progress.

(x) Before bunkering commences, the attendant shall see that the telephone connection to the Oil Company's Depot is in working order.

(xi) The barges used for carrying fuel oil shall conform to the specification drawn up by the Competent Authority and shall have been approved and licensed by the Trustees.

(xii) The bilges of an oil barge shall not be pumped when such barge is in any confined waters or alongside any bulk oil ship or tug.

(xiii) The barges shall carry an ample supply of buckets of sand and fire extinguisher.

(xiv) No fuel oil or water mingled with fuel oil shall be pumped or allowed to run out of the vessel into the Dock.

Chapter VIII - Miscellaneous

140. Quays and Docks and extended Dock areas to be under the authority of the Traffic Manager.—The quays, sheds, gates and the land within the Dock boundaries and all areas mentioned in Regulation No.2A other than Jawahar Dweep and Pir Pau Oil Terminals shall be in the charge of the Traffic Manager who shall direct and manage all operations connected with the landing and shipping of goods, containers, stuffing, de-stuffing and transportation of containers and with their storage in the sheds and in the open; he shall have proper custody of all goods lying in Dock areas and take whatever steps he may consider necessary for the proper maintenance of order within these areas.

141. Dock Permit.—No person shall enter any area within the boundary walls of Indira Dock including Ballard Pier and Ballard Pier Extension, Prince's and Victoria Docks and areas mentioned in Regulation No. 2(iii) and (iv) except Jawahar Dweep and Pir Pau Oil Terminals without a permit issued to him by or under the authority of the Traffic Manager. Such permit shall on demand by a police officer, CISF personnel or any Port Trust Officer duly empowered in that behalf be produced for inspection. No person shall allow any permit issued to him as aforesaid to be used by any other person. A permit issued to any person and allowed by him to be used by another shall be liable to be confiscated and cancelled. He shall render himself to be proceeded against criminally.

142. Working hours.—(a) Docks and extended Dock areas shall work on all days except on completely closed dock holidays declared by the Trustees from time to time. The hours of work in the Docks on all days except on completely closed dock holidays are as under :—

(i) Day shift.—8-00 a.m. to 5-00 p.m. with one hour recess.

(ii) Second shift.—5-00 p.m. to 11-30 p.m. with half an hour recess.

(iii) Third shift.—11-30 p.m. to 6-00 a.m. with half an hour recess.

(b) These hours of work may be changed under the orders of the Trustees.

(c) Except on completely closed dock holidays declared by Trustees, delivery of general cargo, containerised cargo, bulk cargo, carting of export cargo and movement of containers to and from Docks shall be permitted on all days in all shifts.

143. Night and holiday work.—The Traffic Manager may in the exercise of his discretion direct Masters or Owners of vessels to work at night or on Sundays or on holidays, if in his opinion, it is necessary to do so in the interest of the turn round of the vessels in the Docks.

144. Refund of charges.—(a) Claims for refund of any toll due rent, rate or charge levied under section 48, 49 of the Major Port Trusts Act, 1963 or any other similar section of the Act for the time being in force must be preferred in writing within 6 months either from the date when such toll, due, rent, rate or charge shall have been paid or from the date when credit therefore shall have been given, otherwise, no such claim shall be entertained unless it arises from an error on the part of an employee of the Trustees, and no such claim shall be accepted without the express sanction of the Trustees.

(b) No claim for refund of a sum less than Rs. 2000 whether made separately or in conjunction with other claims, shall in any circumstances be entertained unless such claim arises from an error on the part of an employee of the Trustee.

145. Authorised carpenters to be allowed in the sheds for opening and repairing packages.—Carpenters authorised by Traffic Manager shall only be engaged for opening and re-packing of packages for the purpose of Customs examination in the docks and extended Dock areas.

146. Issue of licences to hawkers.—No person shall hawk goods on board any vessel within Docks without a licence from the Traffic Manager. For this purpose the Traffic Manager may issue licences to approved persons, which shall be renewable yearly, provided that such persons shall have first obtained the approval in writing of the Commissioner of Customs and that such licence shall not entitle the holder to go on board any vessel in Dock without the permission to the master, owner or agent of such vessel.

147. Removal of trucks and handcarts out of Dock.—Trucks and any other vehicles loaded with goods and not immediately taken out of Docks and extended Dock areas shall be liable to removal by the Traffic Manager at the risk and expense of the owners of the goods. Trucks and any other vehicle belonging to merchants and others and left lying about the Docks and extended Dock areas shall be liable to removal and confiscation by the Traffic Manager.

148. Dock Bridges and Caissons.—Goods and articles of whatever description shall under no circumstances, be drawn or dragged across the Dock bridges and caissons except upon wheeled vehicles, and no such vehicles shall cross the bridges and caissons which with its load shall exceed the weight shown on the Notice Board erected at or near the bridges / caissons.

149. Destruction of or damage to any of the Trustees' property.—Any person who shall cut, deface, or injure any mooring, rope, chain, life buoy, life line or life saving appliance or any buoy, buoy rope or cable belonging to any anchor within the Docks Channel or Entrances or in Docks or any other Dock property shall in addition to the prescribed penalty, be required to pay the amount of damage, repair and recovery.

150. Obstructing Officials.—No person shall molest, assault, resist, hinder, obstruct, impede, or interrupt, or offer or attempt to molest, assault, resist, hinder, obstruct, impede, or interrupt any employee of the Trustees in the execution of his duty, or disobey his lawful orders, or use abusive or offensive language or aid or incite others to do so.

151. Motor lorries or other vehicles.—Motor lorries or other vehicles for the conveyance of goods shall not be driven along or upon any of the roads, wharves or quays within the Docks or be admitted into or allowed in the Docks and extended Dock areas unless a permit in that behalf shall have been procured from the Traffic Manager permitting such lorry or vehicle to do so and except in accordance with the following conditions :—

(i) Such motor vehicles shall conform in all respects to the Bombay Motor Vehicles Rules (1959) as amended from time to time.

(ii) Such motor vehicle shall not be left unattended.

(iii) Such motor vehicles shall ordinarily traverse the recognised roads in the Docks and extended Dock areas but may be permitted on the wharves, in transit sheds and upon open storage spaces for the purpose of being loaded and unloaded, subject to control by Port Trust and Police Officers/CISF personnel.

(iv) Such motor lorries or vehicles, when entering or leaving the Docks and extended Dock areas shall stop at the Dock Gates until permission to pass has been obtained from the Port Trust and/or Customs Officials on duty at the gate and the driver thereof shall on demand produce for inspection the permit allowing the lorry or vehicle entry into the Docks/extended Dock areas.

(v) No such motor vehicles will be allowed to remain within the Docks and extended Dock areas longer than shall, in the opinion of the Traffic Manager, be necessary for the purpose of loading or unloading goods. Loitering and plying for hire is prohibited :—

(a) An empty vehicle arriving for taking delivery of cargo shall leave the dock area with cargo before 8-00 a.m. on the following day, failing which such overstay charge as decided shall be levied per vehicle.

(b) A vehicle arriving with export cargo shall leave the Dock area before 8-00 a.m. on the following day, failing which overstay charge of Rs.100 shall be levied per vehicle.

(c) An empty vehicle entering and leaving the Dock area without cargo shall be levied overstay charge of Rs.100 per vehicle irrespective of duration between entry and exit.

(vi) No such motor vehicles shall fill their tanks with petrol or other fuel within the Docks and extended Dock areas without a special permit from the Traffic Manager.

(vii) No such motor vehicles shall be driven along or upon any roads within the Docks and extended Dock areas at speeds exceeding 20 kilometres per hour and upon wharves or quays at speeds exceeding 8 kilometres per hour.

(viii) No such motor vehicles shall be driven over any of the Docks entrance or communication bridges at speeds exceeding 8 kilometres per hour and shall not cross such bridges when axle weights are in excess of those shown on the respective Notice Boards erected at or near to those bridges.

(ix) The permit granted to any motor vehicle / vehicle under this Regulation may be revoked by the Traffic Manager at any time in his absolute discretion without being required to assign any reason whatsoever and no refund of the proportionate fees with respect to the unexpired portion of the period of the permit will be granted.

(x) (a) No mobile crane or fork lift permitted under this Regulation shall operate unless accompanied by a signaller in addition to the driver.

(b) The signaller shall ensure that the mobile crane or fork-lift is operated at all times with due regard to the safety of all other persons and property.

(xi) Any vehicle permitted under this Regulation shall be admitted into the Docks and extended Dock areas at the sole risk and responsibility of the owner and the Trustees will accept no liability for any damage to any such vehicle or to any person driving or accompanying such vehicle howsoever caused and the driver attendant and owner of such vehicle will be held jointly and severally responsible for any damage or injury caused to any person or property arising out of or in the course of the operation of such vehicle within the limits of Docks and extended Dock areas.

(xii) On working days and dock holidays the motor lorries / vehicles will use the gates which are earmarked for the purpose by the Traffic Manager from time to time.

(xiii) Owner of the vehicles will be solely responsible for any excess loading of vehicles entering/exiting docks and extended dock areas and port will in no manner, under Motor Vehicles Act, 1988, responsible for the same.

152. Tail boards to be provided to vehicle carrying goods in bulk.—(a) Goods, imported or exported, in bulk and not packed e.g. fertilisers, fertilizer raw materials like Sulphur, Rock Phosphate, Manganese Ore and similar articles, shall only be permitted to be transported through the Docks in vehicles adequately fitted with bottom, side; front and tail boards, the latter to be atleast 18 inches in height. Every vehicle loaded with such goods shall before entering the Docks, be stopped at the Dock gates at which it is sought to enter the Docks, to enable the Trustees' Officer on duty to see that the vehicle is fitted in accordance with the provisions of this Regulation. All vehicles not so adequately fitted shall not be permitted to enter the Docks.

(b) No vehicle shall overload dry bulk cargo by volume or by weight. Vehicles carrying dry bulk cargo shall be provided with covering material at the bottom and on top so that there is no spillage of cargo enroute.

(c) Vehicles carrying over dimensional packages, which are protruding outside the vehicles, shall indicate with red flag during day and red light at night the tail end of such packages.

153. *Smoking etc.*—Smoking and the use of any unprotected fire or light in any shed or warehouse within Docks and extended Dock areas is strictly prohibited and no person shall smoke or ignite matches or other inflammable articles on any pier or quay or road or on board any vessel within Docks and extended Dock areas except in such places as may be allotted for the purpose.

154. *Lighting of fires on boat, country craft, etc. carrying inflammable goods.*—The lighting of fires is entirely prohibited on board any boat, barge or country-craft carrying explosive or inflammable goods or carrying cotton bales.

155. *Use of lights on board vessels.*—All lights whether oil lamps or candles, used on board vessels in Docks with the following exception, shall be in globes or secured lanterns. Naked lights may be used only in the engines and boilers of vessels whilst under inspection and repair or in duties connected therewith.

156. *Charge of fires and light on board vessels.*—At least one person on board a vessel shall be specially charged with the care of any fire or light and no such fire or light shall be left or used in so rash, careless or negligent a manner as to risk or endanger the safety of or to ignite any goods, property or vessels in Docks.

157. *Accessibility of vessels to Dock and Police Officials.*—Vessels in Dock and all parts thereof shall be held and made free and accessible to Dock and Police officials for inspection in regard to fires and lights whenever demanded and no person shall disobey any order of any Police Officer or watchman for extinguishing any fire or light used in contravention of these Regulations.

Chapter IX – Regulations in respect of handling of petroleum, oil, lubricants and their products and chemicals at Jawahar Dweep (JD) and Pir Pau Oil Terminals.

158. *Operations at Jawahar Dweep and Pir Pau Oil Terminals.*—The assigned responsibility and functions of the different departments at Jawahar Dweep and Pir Pau shall be as under :—

(I) Port Department :—

1. Berthing and securing of ships.
2. Safety of the installations at Jawahar Dweep and Pir Pau.
3. Fire fighting and evacuation of personnel.
4. Co-ordination and evacuation of patients in case of medical requirement.
5. Billing of vessels as per the Port Scale of Rates.

(II) Mechanical Engineering Department :—

1. All cargo operations through pipelines.
2. Maintenance of pipelines, pumps, tanks, lighting and all mechanical fittings.
3. Transportation and maintenance of all mechanical and mobile equipments.
4. Measuring and monitoring cargo discharged/handled through each pipeline for calculation of MGT shortfall.

(III) Civil Engineering Department :—

1. Building/constructing, providing and maintenance of all fixed structures including obtaining all permissions from the regulatory authorities including CRZ and MPCB and any new provisions of law as may be enacted from time to time and ensuring that they are valid and complied with.

2. Maintenance of all civil structures and providing logistical support.
3. Removal of all vegetations.

(IV) Docks Department :—

1. Scrutiny of all cargo documents and to ensure that all procedures are strictly adhered to.
2. Billing for wharfage.

(V) Estate Department :—

1. Signing of all leases for property of Mumbai Port Trust being leased to any party.
2. Way-leave agreements for pipelines from the terminals to the tankfarms.
3. Billing and recovery of lease rents/way leave fees including penalty for shortfall in MGT on basis of details furnished by CME.

159. *Cargo handled at Jawahar Dweep and Pir Pau Oil Terminals.*—Except explosives, vessels carrying petroleum, oil, lubricants and their products and chemicals whether hazardous or not shall be berthed at Jawahar Dweep (JD) or Pir Pau. At old Pir Pau berth only chemicals whose flash point is 23°C or more shall be handled. For handling chemicals whose flash point is less than 23°C at old Pir Pau berth, permission from Deputy Conservator shall be obtained and certain safety and fire fighting provisions have to be provided.

160. *Application for berth.*—Every application for berth shall include among other things :—

- (1) Material safety data of the product to be discharged from or loaded on vessel.
- (2) Deposit receipt number regarding payment of berth hire charges.
- (3) Valid P&I Insurance Certificate with removal of wreck clause.
- (4) Receipt for payment of oil pollution cess as per Merchant Shipping Act, 1958.

161. *Allotment of berth for cargo consigned to the Oil Companies.*—Allotment of berth for vessels discharging or loading petroleum, oil lubricants and their products consigned to the oil companies will be decided by the Co-ordinator of Oil Companies. As and when this arrangement ceases to function, by the Senior Dock Master in charge in consultation with Dy. Conservator.

162. *Allotment of berths for vessels carrying chemicals.*—Allotment of vessels carrying chemicals and other products not consigned for the Oil Companies will be decided by the Deputy Conservator in consultation with Senior Dock Master, Incharge Jawahar Dweep & Pir Pau in the order of the time of arrival; such order, to be determined, if necessary, by reference to VTS Report to the Deputy Conservator provided an application for berth shall have been made previous to or on arrival.

163. *Allotment of berth for loading vessels.*—Vessels arriving in Ballast and desiring a loading berth shall be allowed berth in the order of the arrival date or the date of notice of readiness whichever is later.

164. *Deputy Conservator may over rule order of precedence.*—Deputy Conservator may over rule the order of the precedence in respect of vessels not consigned to the Oil Companies, in circumstances where better use of the berth and general interest of shipping will be served.

165. Trustees' preference for allotment.—Notwithstanding, the above mentioned Regulations, Trustees may direct that preference be given to allotment of vessels carrying cargo other than those consigned to the Oil Companies.

166. Working hours.—Jawahar Dweep and Pir Pau function round the clock in two shifts as under :—

- | | |
|--------------------------------|--------------------------------------|
| (a) 08-00 hours to 20-00 hours | } with one hour flexible recess hour |
| (b) 20-00 hours to 08-00 hours | |

167. Ship/shore safety check list.—Before commencement of the operation, master of the vessel shall furnish to the Senior Dock Master incharge, Jawahar Dweep and Pir Pau ship/shore safety check list, which should indicate among other items the following :—

- (1) IOPP Certificate no. and date and validity and date of last survey done (Annual Endorsement).
- (2) Oil Record Book whether maintained or not.
- (3) Number of Officers and Engineers.
- (4) Ballast water report from (amended) to be filled by a responsible officer of the ship.
- (5) Fire Fighting equipment readiness.
- (6) Material safety Data Sheet.

168. Ship with MOT ladder.—In the interest of smooth cargo operation, the ship shall provide suitable MOT ladder to enable the flexibles and Earthing wires to be connected.

169. Superintendence of vessels' operation.—The Master of the vessel should take necessary precautions all the time to avoid leakage, spilling of oil in to the harbour waters or on the Pier and to avoid damage to loading arms and pipelines and any other Port Trust property. A responsible ship officer and a representative of the receiver / shipper shall always be present during the discharge / loading operation. Unless permitted by Deputy Conservator, no cargo shall be discharged overside by vessels at berth at Jawahar Dweep and Pir Pau.

170. Vessel to be trimmed.—The Master and his officers shall ensure that the ship is safely moored and afloat during loading / discharging operations. He shall also ensure that the vessel is properly trimmed and there is not excessive list.

171. Repair to vessel.—No repair to vessel shall be permitted during the stay of the vessel at berth nor the vessel's engine shall be immobilised.

172. Bunkering of vessels.—Vessels may receive bunkers from barges provided:

- (i) The master of the vessel obtains permission from the Senior Dock Master, Incharge Jawahar Dweep and Pir Pau.
- (ii) The master gives an undertaking in the prescribed format to the effect that he will be held responsible for the consequences.
- (iii) Bunkering is not received during the discharge / loading operations.

173. Receiving of fresh water and stores.—Similarly, vessels may receive stores and / or fresh water or any other material required for the ship provided:

- (i) The master of the vessel obtains permission from the Senior Dock Master, Incharge Jawahar Dweep and Pir Pau.
- (ii) Master gives an undertaking in the prescribed format to the effect that he will be responsible for any consequences arising out of it.

174. *Certain regulations in Dock and Jawahar Dweep and Pir Pau to be the same.*—Except for the Regulations regarding allotment of berths and repairs to vessels all other regulations regarding admission of vessel in Dock in Chapter II and regulations for vessels within Dock in Chapter III shall also be applicable to vessels berthing in Jawahar Dweep and Pir Pau.

175. *Permits issued by Deputy Conservator/Asstt. Commissioner of Port.*—Jawahar Dweep and Pir Pau are protected areas and no person shall enter these areas without permit issued by the Deputy Conservator or the officer nominated by him. Such permit shall in demand by Police, CISF, Customs or any Port officials be produced for inspection. No person shall allow any permit issued to him to be used by any other person such permit shall be confiscated and cancelled. He shall also render himself to be proceeded against criminally. The daily permit issued by the Deputy Conservator shall not permit the holder to stay overnight.

The master of the vessel shall ensure, in consultation with agent of the vessel, that the number of persons allowed to board the vessel is restricted to the minimum.

176. *Berthing/Anchors.*—All vessels must be adequately secured alongside the jetties/quays in an agreed position with sufficient number of adequate ropes or wires, which must be properly tended and kept taut to the satisfaction of the Senior Dock Master. Particular attention should be given to ensure that no strain is put on hoses or loading arms. Anchors have to be secured, when moored alongside the jetty. No vessel may lie alongside the jetty with an anchor on the bottom. The attention of Masters is drawn to the fact that there is a substantial rise and fall of tide. This coupled with the rate of loading/discharging makes it imperative that the ship's moorings are tended to continuously. The master shall ensure that he has sufficient crew/officers on board to handle any kind of eventualities.

177. *Fire fighting services.*—Auxiliary fire services have been provided at Jawahar Dweep and at New Pir Pau berth. For vessels berthing at old Pir Pau berth, fire tender shall be provided by the receiver/shipper of the cargo.

178. *Fire fighting equipment, etc.*—Vessels must be adequately manned for fire fighting and vacating the berth in case of an emergency. The following fire fighting precautions must be taken : —

(a) Fire hoses must be run out fore and aft and monitors kept ready for use.

(b) Fire mains must be under pressure.

(c) One dry chemical extinguisher must be stationed on either side of the ship's manifold.

(d) Lifebuoy with sufficient length of rope shall be kept ready at conveniently accessible place.

179. *Fire wires.*—Fire wire of sufficient strength and sufficient length with adequate slack on deck must be provided and secured to the offside bow and quarter bollards and positioned in such a way that the towing eyes are just above the water level all the time.

180. *Alarm in case of fire.*—(a) There shall be rapid and continuous ringing of ship's bell and/or by pressing the alarm system ashore. A succession of long blasts on ship's whistle shall be sounded.

(b) Inform shore and/or jetty operators. Stop all pumping operations.

(c) Inform Senior Dock Master's Office by :

V.H.F. Channel 12 and / or by phone.

181. *State of readiness.*—The main engines and other essential machinery must be maintained in a state of readiness for vacating the jetty at short notice, unless otherwise agreed by the Senior Dock Master.

182. Smoking.—Irrespective of the grade of the cargo, even when a vessel is certified as being gas free, smoking is strictly prohibited on deck or in other open spaces on board. On board the vessel one enclosed room may be identified by mutual consent of the Master of the vessel and the Senior Dock Master and such room may be designated as smoke room.

183. Photography prohibited.—Photography at all terminals is strictly prohibited.

184. Excessive smoke.—The Master should ensure that no dense smoke spreads from the vessel's funnel whilst in port. Soot blowing is prohibited. In the event of sparking being observed from a vessel's funnel, all cargo or ballast or cleaning operations have to be stopped and steps must immediately be taken to eliminate such sparking and heavy smoke emission.

185. Air pollution.—The Senior Dock Master, or any official assigned by him, reserves the right to suspend cargo and cleaning operations in accordance with law when air pollution occurs.

186. Escape of oil into the water/deballasting.—To prevent the escape of oil into the harbour, scuppers are to be plugged during discharging, loading, shifting of cargo or bunkering. Drip trays must be placed in appropriate places. Overside deballasting is prohibited unless approved by the Senior Dock Master in writing. Oil spillages must be reported at once to the Senior Dock Master by VHF Channel 12. No reverse pigging at the terminals particularly below the manifold at Pir Pau shall be allowed.

In the event of any vessel discharging or spilling accidentally or otherwise oil, oily water are causing chemical pollution in the Dock basin, cleaning charges as per provisions of Regulation No.40 shall be applicable.

187. Sludge Oil.—Master/Owner/Agent of the vessel shall obtain permission from the Senior Dock Master, Jawahar Dweep for discharging sludge oil into shore tanks.

188. Slop Discharge.—The Master/Owner/Agent of any vessel desiring to carry out slop operation shall obtain permission from the Senior Dock Master in charge Jawahar Dweep and Pir Pau Oil Terminals.

189. Tank cleaning.—Tank cleaning is prohibited unless approval has been obtained from the Senior Dock Master, Incharge Jawahar Dweep and Pir Pau and is subject to Guidelines as specified in the International Safety Guide for Oil Tankers and Terminals.

190. Signals.—The following signals must be shown :

By day.—flag B of the International Code of Signals.

At night.—One clear red light visible all round.

191. Loading/discharging/shifting of cargo/tank cleaning.—The following regulations must be observed while showing the abovementioned signals:

When a vessel is fitted with arrangements for closed loading/discharging, the gas ventilation systems must be used in all loading, discharging and ballasting operations and the ullage plug openings should, as far as possible, be kept closed and fully seated but not secured, except when actually sighting, gauging or sampling tanks. Flame arresters are to be fitted to all appropriate places. It is not permitted to load K-1 or K-2 products overall i.e. loaded direct through an open hose or pipe inserted into the tank through any deck opening. No more than three different products shall be loaded/discharged at the same time. No general cargo including petroleum in drums or other containers and liquefied gas in cylinders, shall be handled.

The covers of the engine room, boiler room and galley sky lights, also external doors and port lights in close proximity to any bulk handling operations must remain securely closed and cowl type ventilators trimmed to prevent entry of hydrocarbon vapours. Particular attention should be given to the closing of watertight door openings on to the main deck. During the passage of severe electrical storms, lightening or gales, all operations including taking ullages, shall cease.

All openings, cargo valves and gasline risers shall be closed. Barges and/or small craft (including tugs) are prohibited from approaching within 30 metres distance of ship's cargo compartments or remaining alongside for supplying bunkers, provisions, stores, water, dry goods etc. Permission in writing may be granted by the Senior Dock Master for such small crafts to come alongside provided all cargo work is stopped during the period such a craft is alongside.

192. Supervision and control.—The Loading Master of the Receivers/Shippers of cargo co-ordinates the operations on shore and on board. All cargo, cleaning, bunker and/or ballast operations should be discussed with the Loading Master before commencement. In the absence of Loading Master permission should be requested from the Senior Dock Master.

An emergency shut down arrangement must be set up to stop all pumping operations immediately as and when necessary.

In addition to adequate supervision of cargo operations at all times, continuous Deck watch and Gangway watch must be maintained to ensure that no unauthorised personnel board your vessel.

193. Deputy Conservator's authority to stop operations.—Deputy Conservator or his representative has authority to stop operations, if there is good reason to suspect above regulations are being contravened.

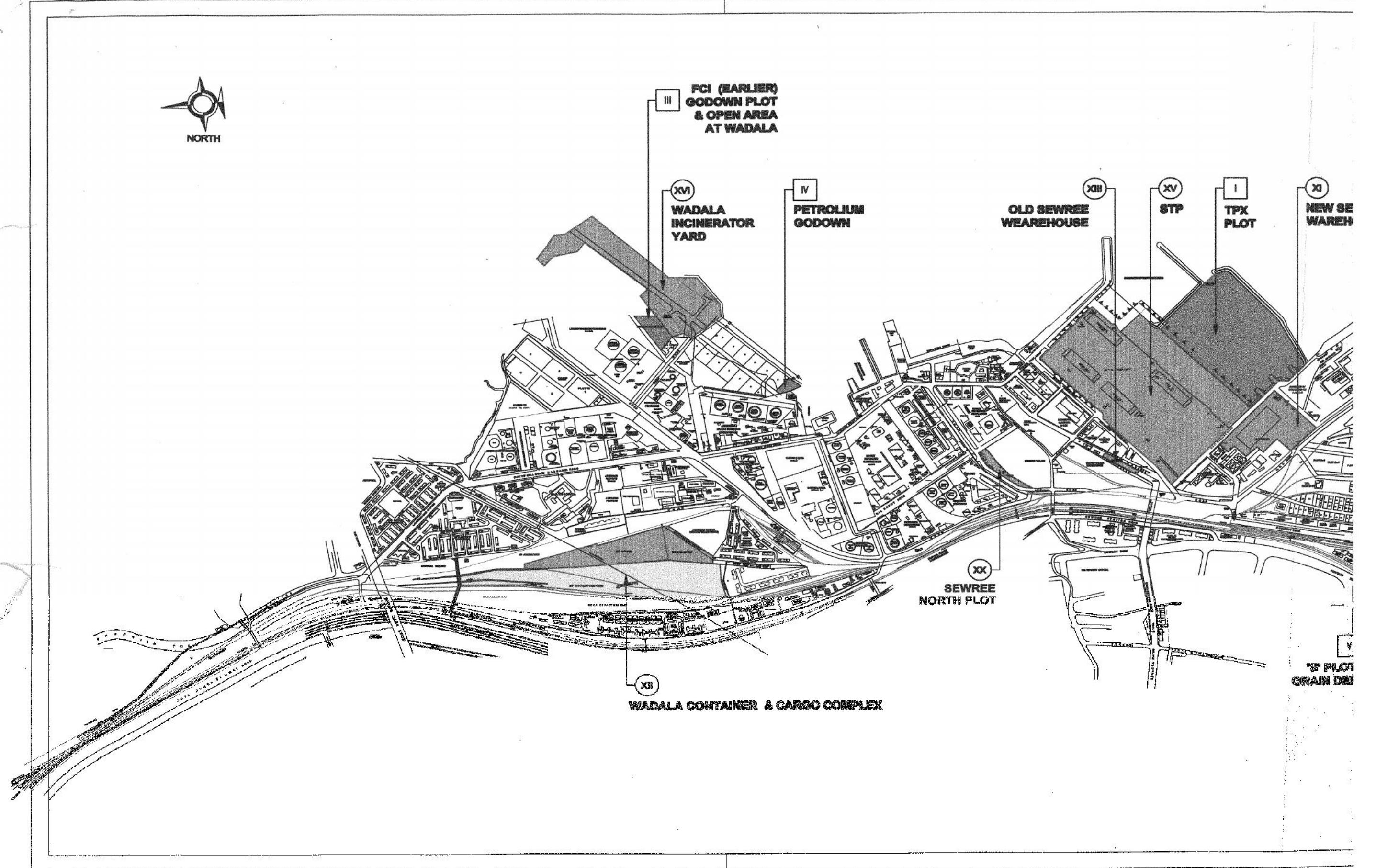
194. Operation in inclement weather .—(i) In case of Storm Signal No.3, continuous liaison shall be maintained with Senior Dock Master, Control Station, Port Signal Station and Indian Metrological Department.

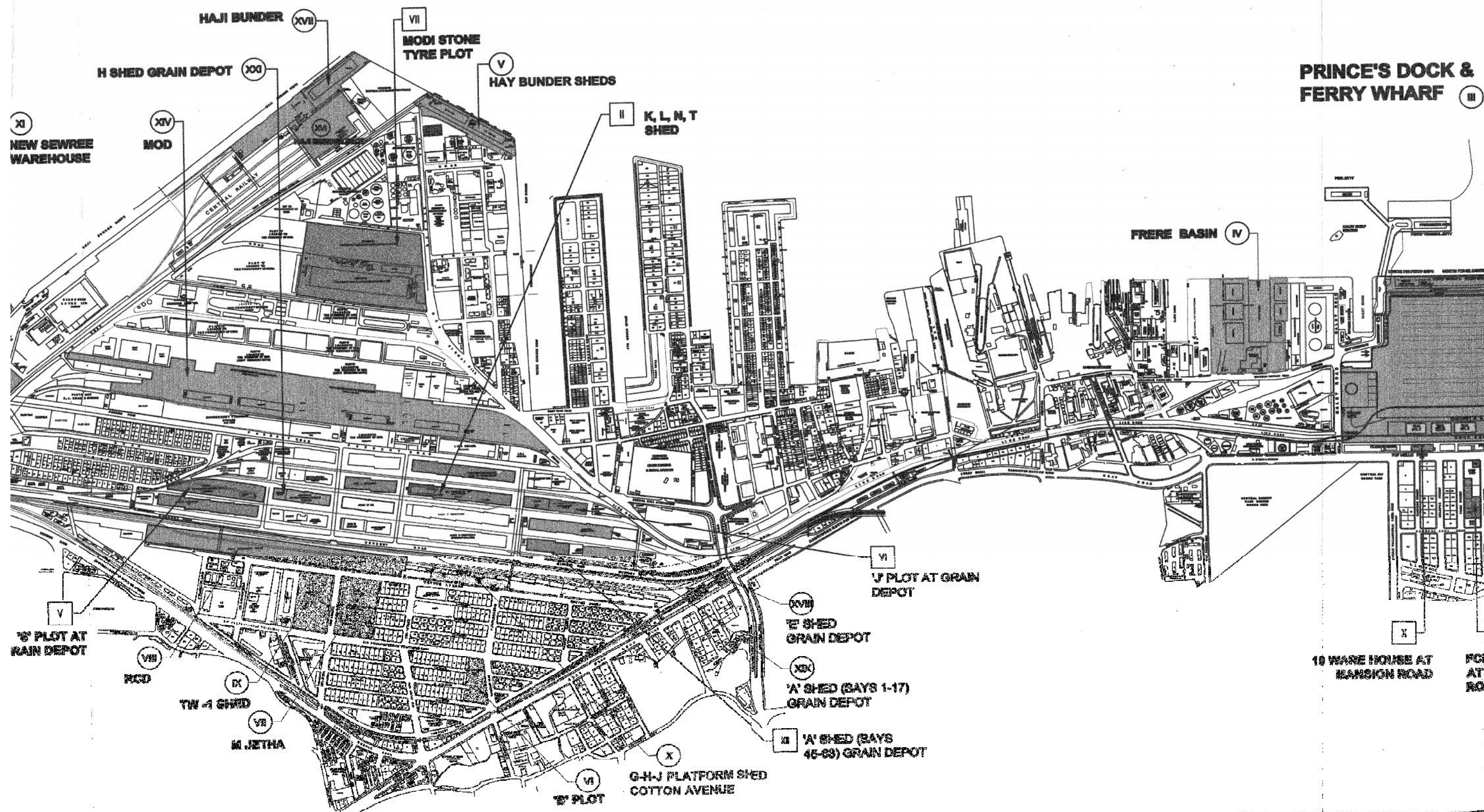
(ii) Operations shall be discontinued including disconnection of flexible unloading arms if the wind speed found to be rising and high and when deemed necessary, vessels should be held in readiness to put to sea if it is felt that doubling of moorings and use of engines will not afford sufficient protection to the vessels.

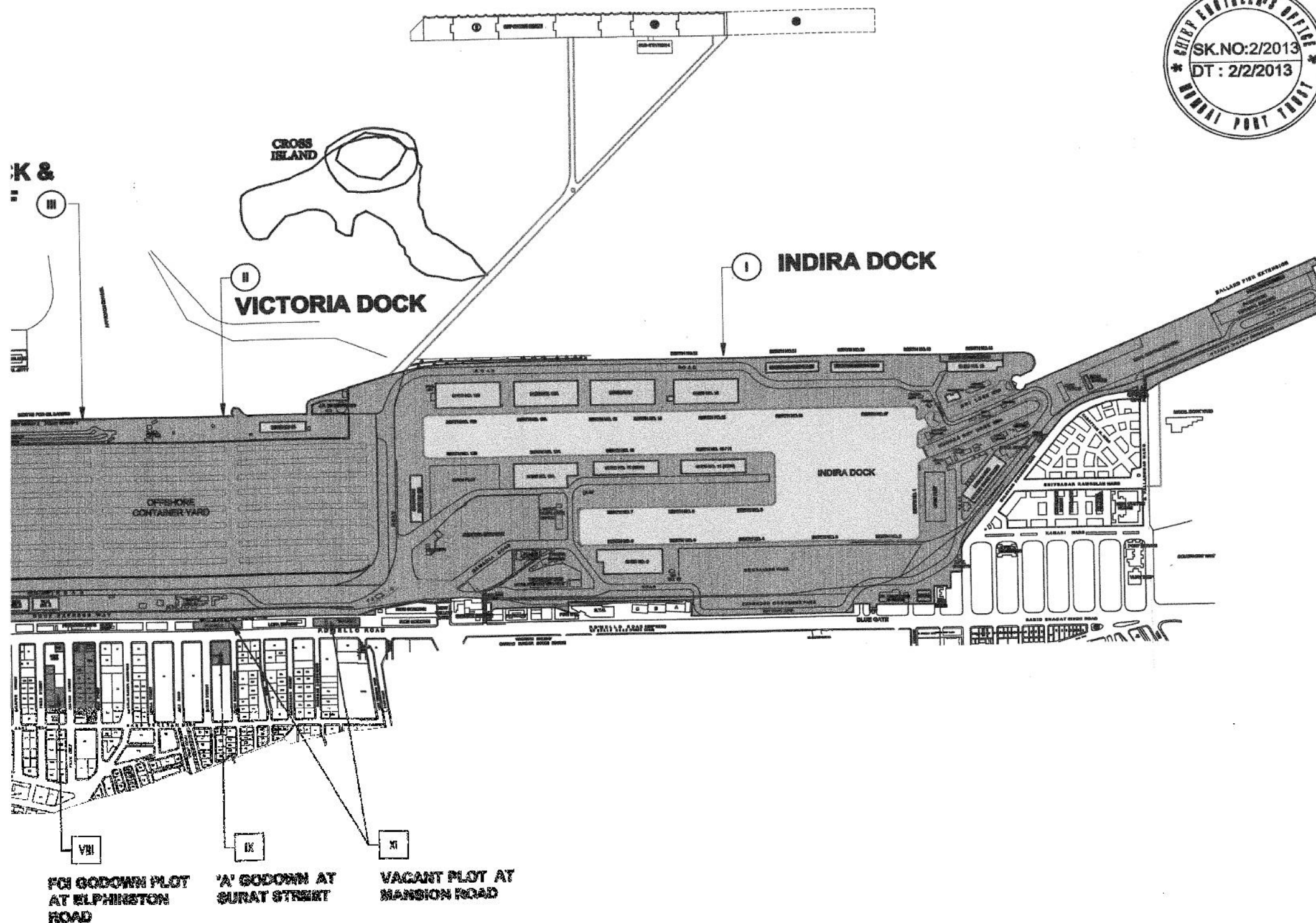
(iii) In case, the situation does not warrant evacuation of the Port, then the vessels moorings should be doubled. However, in inclement weather, loading arms and flexibles should in any case be disconnected.

195. Penalties.—Any person convicted of having committed a breach of any of these Regulations shall be liable to a penalty of Rs. 2,000 and when the breach is a continuing breach to a further penalty of Rs.500 for every day after the first during which the breach continues as decided by the Board from time to time.

196. Repeal and Savings.—The Bombay Port Trust Docks Bye-laws are hereby repealed. Notwithstanding such repeal, anything done or any action taken under the Bombay Port Trust Docks Bye-laws shall be deemed to have been done or taken under the corresponding provisions of these Regulations.







**MbPT ESTATE
AREA SHOWING CUSTOMS NOTIFIED
DOCK AREA AND NON CUSTOMS
NOTIFIED EXTENDED DOCK AREA**

APPENDIX - A

CUSTOM NOTIFIED AREA

SR. NO.	DESCRIPTION
I	INDIRA DOCK AND ITS HARBOUR WALL INCLUDING BALLARD PIER AND BALLARD PIER EXTENSION
II	VICTORIA DOCK AND ITS HARBOUR WALL
III	PRINCE'S DOCK INCLUDING FERRY WHARF 1 AND 2
IV	FRERE BASIN SHEDS AND OPEN AREAS ADJACENT TO THEM
V	HAY BUNDER SHEDS AND ADJOINING OPEN AREAS
VI	'B' PLOT COTTON DEPOT
VII	'M' JETHA WAREHOUSE COMPLEX COMPRISING OF 'M' JETHA WAREHOUSE, M 172 / 173, M 178 / 180 AND ADJOINING OPEN AREA
VIII	RAIL CONTAINER DEPOT, COTTON DEPOT
IX	TW - 1 SHED (PARTLY CUSTOMS NOTIFIED)
X	G, H / J PLATFORM SHEDS COTTON AVENUE AND ADJOINING OPEN AREA
XI	NEW SEWREE WAREHOUSE AND OPEN AREA ADJACENT TO IT
XII	WADALA CONTAINER & CARGO COMPLEX
XIII	OLD SEWREE WAREHOUSE
XIV	MANGANESE ORE DEPOT (MOD)
XV	SEWREE TIMBER POND (STP)
XVI	WADALA INCINERATOR YARD
XVII	HAJI BUNDER SHEDS AND ADJOINING OPEN AREA
XVIII	'E' SHED GRAIN DEPOT AND THE OPEN AREAS ON EITHER SIDE OF IT
XIX	'A' SHED GRAIN DEPOT - BAYS 1 TO 17
XX	SEWREE NORTH PLOT NEAR SEWREE STATION
XXI	'H' SHED GRAIN DEPOT

NON CUSTOM NOTIFIED AREA

I	TPK OPEN PLOT AT SOUTH AT SEWREE TIMBER POND (STP)
II	K, L, M, T SHEDS AT GRAIN DEPOT
III	FCI (EARLIER) GODOWN & OPEN AREA AT WADALA, NEAR WADALA INCINERATOR PLOT
IV	PETROLEUM GODOWN PLOT AT WADALA
V	'S' PLOT AT GRAIN DEPOT
VI	'J' PLOT AT GRAIN DEPOT
VII	MODI STONE TYRE PLOT
VIII	FCI GODOWN PLOTS AT ELPHINSTON ROAD
IX	'A' GODOWN, SURAT STREET
X	10 W / HOUSE AT MANSION ROAD
XI	VACANT PLOTS AT MANSION ROAD
XII	'A' SHED GRAIN DEPOT - BAYS 45-63

LEGEND :

CUSTOM NOTIFIED AREA SHOWN THUS



NON CUSTOM NOTIFIED AREA SHOWN THUS





JAWAHAR DWEEP & PIRPAU
LOCATION PLAN

APPENDIX 'C'

(See Regulation 15A)

TRANSPORTING CERTIFICATE FOR DOCK ENTRY

Mumbai _____ 20

TO BE FILLED BY THE MASTER

1. Certified that Mr. _____ Piloted the
M.V./M.T. _____ from _____ to _____ on
_____, _____ Tugs used _____
Pilot boarded at _____ hrs. and left at _____ hrs.

Draft : Forward _____ Aft. _____

Remarks:

2. Certified that there are no explosives and/or hazardous goods on board, the admission of which into the docks is prohibited.

3. Also certified that the vessel is free of dangerous gas and the gas free certificate required by the Regulation No.15 A has been obtained and produced to the Pilot.

OR

Also certified that the vessel is entering the docks for the purpose of hull painting and examination only and has not carried any petroleum products the flash point of which is below 65° C since the last gas free certificate was obtained, and that the tanks have been properly cleaned out.

MASTER

TO BE FILLED BY THE PILOT :

Certified that Gas Free Certificate No. _____ dated _____
issued by _____ has been produced to me.

PILOT

Date : _____

N. B. To be deleted in the case of vessels other than bulk-oil tankers.

APPENDIX 'D'

(See Regulation 15A)

MUMBAI PORT TRUST



ARRIVAL REPORT

1. Vessel's Particulars. (To be filled by Master and checked by Pilot)

Name of the Vessel _____ Flag _____
Gross Tonnage _____ LOA _____ Beam _____ Draft _____
F _____ A _____ Whether in Ballast : Yes / No Trade: _____
Foreign / Coastal Engine Power: Full / Partial / Cold
Master's Name _____ Agents Name _____

2. Only in the case of Arrivals from Sea and Docking from Stream
Last Port _____

Present Displacement (For JD) _____ Whether Same Bottom Cargo
(For JD) : Yes / No

Whether Hazardous Cargo (For ID, VD & PD): Yes/No. Position Pilot
Boarded _____

4. Pilot & Movement Details
(To be filled by pilot)

MOVEMENT
FROM

--	--	--	--	--

Pilot's Name _____ Code _____

Boarded Dt., Hr.&Mn.

--	--	--

 Disembarked Dt., Hr.&Mn.

--	--	--

 To

--	--	--	--	--

Tugs _____ Name _____

Extra Tugs Used (Due to P/C Engines) Number _____ Name(s) _____

MASTER'S SIGNATURE

DOCK MASTER
CONTROL STATION

PILOTS SIGNATURE

APPENDIX ' E '

(See Regulation 54)

LEAVING PERMIT

Indira Dock

Please note.

The M.V./M.T. _____ should be ready to leave her berth at
_____ of the _____

Date : _____ 20

SENIOR DOCK MASTER

This time is subject to alteration to meet the working of the Dock.

APPENDIX ' F '

(See Regulation 139)

FORM OF GENERAL GUARANTEE

To,

THE TRUSTEES OF THE PORT OF MUMBAI.

We _____ being owners of the M.V. /M.T. _____ do

Agent of owners Line known as

hereby declare and warrant that in terms of bunkering contract(s) for
the said M.V. /M.T. _____ the oil suppliers have been and

Line

are bound to supply to the said M.V. /M.T. _____ fuel oil

Line

Of all of which the flash point is in all cases at or above 65° C and that no fuel oil except that
supplied under the above contract(s) has been utilized for bunkering the said Ship

Line

This guarantee is a general guarantee and shall continue in force until expressly revoked by
us in writing.

Dated this _____ day of _____ 20

APPENDIX 'F'

(See Regulation 139)

FORM OF GENERAL GUARANTEE

To

THE TRUSTEES OF THE PORT OF MUMBAI

We _____ being owners of the M.V. / M.T. _____ do

Agent of owners Line known as

hereby declare and warrant that in terms of bunkering contract(s) for

the said M.V. / M.T. _____ the oil suppliers have been and

Line

are bound to supply to the said M.V. / M.T. _____ fuel oil

Line

Of all of which the flash point is in all cases at or above 65° C and that no fuel oil except that supplied under the above contract(s) has been utilized for bunkering the said Ship

Line

This guarantee is a general guarantee and shall continue in force until expressly revoked by us in writing.

Dated this _____ day of _____ 20

By Order of the Board of Trustees
of the Port of Mumbai,

Date : 27th June 2014.

P. MOHANA CHANDRAN,
Secretary.

Serial No. 154**TATA STEEL LIMITED**

Regd. Office : Bombay House, 24, Homi Mody Street, Mumbai 400 001

Notice

Notice is hereby given that the certificates for the undermentioned securities of the company has/have been lost/misplaced and the holder(s) of the said securities/applicant(s) has/have applied to the Company to issue duplicate certificate(s).

Any person who has a claim in respect of the said securities should lodge such claim with the company at its Registered office within 15 days from this date, else the company will proceed to issue duplicate certificate(s) without further intimation.

Name of the Holder	Kind of Securities and face value	No. of Securities	Distinctive Nos.
Jyotsna Patil	Equity Shares of Rs. 10 each	426	30038451—660 173431481—560 248038352—470 327583511—527

Place : Mumbai,
dated the 3rd July 2014.

JYOTSNA PATIL.

Serial No. 153**SKF INDIA LIMITED**

Regd. Office : Mahatma Gandhi Memorial Building, N. S. Road, Mumbai 400 002.

Notice

Notice is hereby given that the certificates for the undermentioned securities of the company has been lost/misplaced and the holders of the said securities has applied to the company to issue duplicate certificate(s).

Any person who has a claim in respect of the said securities should lodge such claim with the company at its Registered office within 15 days from this date, else the company will proceed to issue duplicate certificate(s) without further intimation.

Name of the Holders	Kind of Securities and face value	No. of Securities
Gayatri P. Gupta Rajendra Suryanarayan Nagarkatti Geeta Suryanarayan Nagarkatti	Equity Shares of Rs. 100 each	9 (Old (shares)

Place : Mumbai,
dated the 3rd July 2014.

GAYATRI P. GUPTA,
RAJENDRA SURYANARAYAN NAGARKATTI,
GEETA SURYANARAYAN NAGARKATTI.

Serial No. 155

**IN THE HIGH COURT OF JUDICATURE
AT BOMBAY**

**ORDINARY ORIGINAL CIVIL
JURISDICTION**

COMPANY PETITION NO. 118 OF 2014

In the matter of Sections 433(e), 434
and 439 of the Companies Act,
1956 ;

And

In the matter of winding-up of
D. G Power and Infrastructure
Private Limited, a company
incorporated on 11th March 2008
under the provisions of the
Companies Act, 1956 having its
registered office at, S.No. 46/1B,
Plot No. 2, Office No. 301,
3rd Floor, "Landmark Centre",
Pune- Satara Road, Pune 411009,
Maharashtra, India and
registered with the Registrar of
Companies at Pune under
Registration
No. U40108PN2008PTC131579.

Kamlesh Mehta, an adult
Mumbai Indian Inhabitant aged
44 years, having his office at 216,
Tardeo Air Condition Market,
Tardeo, Mumbai 400 034.

... Petitioner.

Advertisement of the company Petition

A Petition under Section 433(e), 434 and 439
of the Companies Act, 1956 for winding up of
the abovenamed Company was presented by
the Petitioner hereinabove, on 16th November
2013 as creditor of the Company and the said
Petition stands admitted on 13th June 2014
and the same is now fixed for hearing before
the Company Judge on 21st July 2014 at 11:00
O'clock in the forenoon or soon thereafter.

Any Person(s) / Creditor and / or Contributory
desirous of supporting or opposing the said
Petition, should sent to the Petitioner or his
Advocate at his office address mentioned
hereunder, a notice of his intention signed by
him or his Advocate with his full name and
address, so as to reach the Petitioner or his
Advocate not later than five days before the
date fixed for hearing of the Petition, and
appear at the hearing for the purpose in person
or by his Advocate.

भाग दोन (संकीर्ण)-९

A copy of the Petition will be furnished by
the Petitioner's Advocates on payment of the
prescribed charges for the same.

Any Affidavit intended to be used in
opposition to the Petition, should be filed
before this Hon'ble Court and a copy thereof
served on the Petitioners not less than five
days before the date fixed for the hearing.

Mumbai, dated this 27th day of June, 2014.

M/S. KANGA AND COMPANY,

Advocates for the Petitioner.

Readymoney Mansion,
43, Veer Nariman Road,
Fort, Mumbai 400 001.

Serial No. 157

**IN THE HIGH COURT OF JUDICATURE
AT BOMBAY**

**ORDINARY ORIGINAL CIVIL
JURISDICTION**

COMPANY PETITION NO. 830 OF 2001

In the matter of Sections 433, 434
and 439 of the Companies Act,
1956 ;

And

In the matter of M/s.Sundeeep
Polymers (P) Ltd., a Company
registered and incorporated
under the Companies Act,
1956 and having its registered
office at 52, Mamta "A",
New Prabhadevi Road,
Mumbai 400025.

CIN No. U9999MH1981PTC024648.

Tata Motors Ltd., A Company
registered under the Companies
Act, 1956, having their registered
office at Bombay House,
24, Homi Modi Street, Fort,
Mumbai 400 001 and the
corporate office of the said
company is situated at DGP
House, 4th Floor, Old Prabhadevi
Road, Mumbai 400 025.

... Petitioner.

Advertisement of Petition

A Petition of winding up of the abovenamed company was presented on the 20th day of June, 2001 by the Petitioners abovenamed, creditors of the company and the said Petition stands admitted in pursuance of conditional Court Order dated 1st April, 2014 and the same is fixed for hearing before the Company Judge on 16th July 2014 at 11.00 a.m., in the forenoon or soon thereafter.

Any Person(s) / Creditor or Contributory desirous of supporting or opposing the said Petition should send to the Petitioner's Advocates, a Notice of his intention, signed by him or his Advocate with his full name and address, so as to reach the Petitioner's Advocate not later than five days before the date is fixed for hearing of the Petition and appear at the hearing for the purpose in person or by his advocate.

A copy of the Petition will be furnished by the Petitioner's Advocate to any creditor or contributor on payment of the prescribed charges for the same.

Any affidavit intended to be used in opposition to the Petition, should be filed in Court and a copy thereof served on the Petitioner's Advocate, not less than five days before the date fixed for hearing.

Dated this 2nd day of July, 2014.

M/S. INDIALAW,

Advocates for Petitioners.

33, 5th Floor, Kamer Building,
38, Cawasji Patel Street,
Fort, Mumbai 400 001

Serial No. 152

IN THE HIGH COURT OF JUDICATURE AT BOMBAY

ORDINARY ORIGINAL CIVIL
JURISDICTION

COMPANY PETITION NO. 515 OF 2013

In the matter of Section 433 and
Section 434(A) of the Companies
Act, 1956 ;

And

In the the matter of M/s. Loha
Ispat Limited. A limited
Company incorporated in India
under the provisions of the

Companies Act, 1956, having its
registered office at 9th Floor,
C-31 Naman Centre, Bandra-
Kurla Complex, Bandra (East).
Mumbai 400051. ... Company

CIN No. U27200MH1988PLC050107.

Mr. Surendra Gupta Proprietor
of M/s. Dhakalia Steel
Corporation Having office at
Plot No.219, Kolsa Bunder,
Darukhana, Mumbai - 400 010.

... Petitioner.

Advertisement of Petition

A Petition under Section 433 and 434(a) of the Companies Act, 1956 for winding up of the above named Company was Presented by Mr. Surendra Gupta, proprietor of M/s. Dhakalia Steel Corporation of the Petitioner above named creditor of the company on 17th June 2013 and the said petition was admitted pursuant to order dated 09th June 2014 and the same is fixed for hearing before the company Judge on 21st July 2014 at 11.00 O'clock in the forenoon or soon thereafter.

Any person(s), creditor or contributory desirous to supporting or to opposing the said petition should send to the petitioner or his Advocate at the office address mention hereunder, a notice of his intension signed by him or his Advocate with his full name and addresses so as to as reach the petitioner Advocate not later than five days before the date fixed for hearing of the said petition and appear at the hearing for the purpose in person or by an Advocate.

A copy of the Petition will be furnished by the Petitioners Advocates to any creditor or contributor on payment of the prescribed charges for the same.

Any Affidavit intended to be used in opposition to the Petition, should be filed in court and a copy thereof served on the Petitioners not less than five days before the date fixed for the hearing.

Dated this 3rd day of July, 2014.

S. V. VORA,

Advocate for the Petitioners.

8C Shrivinayak,
Tejpal Scheme Road No. 3,
Vile Parle (East),
Mumbai 400 057.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY
IN INSOLVENCY

PETITION No. 124 OF 2004

Re.—Nimisha Manohar Mittal of Bombay an Indian Inhabitant residing at 6, Kandivali Co-op. Hsg. Society, Shankar Lane, Kandivali (West), Mumbai 400 067 as a sole proprietor of M/s. Llyod Petroleum Co. at Shop No. 22, “ C ” Wing, Neptune Bldg. No.5, Evershine Millennium Paradise, Thakur Village, Kandivali (East), Mumbai 400 101.

. . An Insolvent.

To,

NIMISHA MANOHAR MITTAL

Residing at 6, Kandivali Co-op. Hsg. Society,
Shankar Lane, Kandivali (West),
Mumbai 400 067.

And

NIMISHA MANOHAR MITTAL

As a sole proprietor of M/s. Llyod Petroleum Co.,
at Shop No. 22, “ C ” Wing, Neptune Bldg.
No.5, Evershine Millennium Paradise,
Thakur Village, Kandivali (East),
Mumbai 400 101.

The Insolvent abovenamed *viz.* Nimisha Manohar Mittal, take notice that you are Insolvent hereby required to appear before the Hon’ble Court taking Insolvency matters in Court Room No.20, 1st Floor, High Court Main Building, Fort, Mumbai 400 001 on the 15th day of July 2014 at 11-00 O’clock or so soon thereafter, either in person or by an Advocate and show cause why an order for your Committal to jail should not be made, you having failed and neglected to attend the Official Assignee’s Office for your Private Examination and failed and neglected to comply with the requisitions of the Rule Nisi No. 22 of 2014 failing which the Hon’ble Court will pass such Order as the Hon’ble Court may deems fit and proper including your committal to jail.

M. D. NARVEKAR,

Mumbai, dated 26th day of June 2014.

Official Assignee’s, High Court, Bombay.

Building No. 5, G. T. Hospital Compound,
1st Floor, L. T. Marg, Mumbai 400 001.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY
IN INSOLVENCY

PETITION No. 126 OF 2004

Re.—Nilesh Dashratlal Vyas of Bombay an Indian Inhabitant, residing at B/24, Rajesh Apts., Shankar Lane, Kandivali (West), Mumbai 400 067 and was carrying on business a Sole Proprietor of M/s. Ayyappa Tradelink at Shop No. 5, Siddhivinayak C.H.S. Ltd., 90 Feet Road, Thakur Village, Kandivali (West), Mumbai 400 067.

. . . An Insolvent.

To,

NILESH DASHRATLAL VYAS,
Residing at B/24, Rajesh Apts.,
Shankar Lane, Kandivali (West),
Mumbai 400 067.

And

NILESH DASHRATLAL VYAS,
As a sole proprietor of
M/s. Ayyappa Tradelink at Shop No. 5,
Siddhivinayak C.H.S. Ltd.,
90 Feet Road, Thakur Village,
Kandivali (West), Mumbai 400 067.

The Insolvent abovenamed *viz.* Nilesh Dashratlal Vyas take notice that you are hereby required to appear before the Hon'ble Court taking Insolvency matters in Court Room No. 20, 1st floor, High Court Main Building, Fort, Mumbai-400 001 on the 15th day of July 2014 at 11-00 O'clock or so soon thereafter, either in person or by an Advocate and show cause why an order for your Committal to jail should not be made, you having failed and neglected to attend the Official Assignee's Office for your Private Examination and failed and neglected to comply with the requisitions of the Rule Nisi No. 19 of 2014 failing which the Hon'ble Court will pass such Order as the Hon'ble Court may deems fit and proper including your committal to jail.

M. D. NARVEKAR,

Mumbai, dated 26th day of June 2014.

Official Assignee's, High Court, Bombay.

Building No. 5, G. T. Hospital Compound,
1st Floor, L. T. Marg, Mumbai 400 001.

Serial No. 160

**IN THE HIGH COURT OF JUDICATURE
AT BOMBAY**

**ORDINARY ORIGINAL CIVIL
JURISDICTION**

COMPANY PETITION NO. 160 OF 2013

In the matter of Companies Act,
1956 ;

And

In the matter of Section 433 and
434 of the Companies Act, 1956 ;

And

In the matter of M/S. Atcom
Technologies Limited, formerly
known as Atco Industries Ltd.
Incorporated under the
provisions of the Companies Act,
1956 and having its registered
office at 6-A, Lalwani Industrial
Estate, 14 G. D. Ambedkar Road,
Wadala, Mumbai -400 031.

CIN No. L29299MH1989PLCO54224

M/S. Gati Ltd. Formerly known
as Gati Corporation Limited
A company registered under the
companies Act, 1956 having its
registered office at 1-7-293, M.G.
Road, Secunderabad -500 003
and Zonal office at Unit NO. 5,
5th Floor, Akruiti Star- Central
Road, MDIC, Andheri (East),
Mumbai 400 093.

... Petitioner.

Advertisement of Petition

A Petition under section 433 and 434 of the
Companies Act, 1956 for winding up of the
abovenamed company was presented on
27th November 2012 by the petitioners
abovenamed, Creditors of the Company and the
said person was admitted on 26th March 2014
and the same is now fixed for hearing before
the company Judge on 16th July 2014 at 11.00
a.m. in the forenoon or soon thereafter.

Any Person(s) Creditor Contributory
desirous of supporting or opposing the said
Petition, should sent to the petitioner or his
Advocate at the office address mentioned here-
under a notice of his intention signed by him

or his Advocate with his full name and address,
so as to reach the Petitioner or his advocate
mentioned herein under not later than Five
days before the date fixed for hearing of the
Petition and appear at the hearing for the
purpose in person or by his Advocate.

A copy of the petition will be furnished by
the Petitioner's Advocate to any creditor or
contributory on payment of the prescribed
charges for the same.

Any affidavit intended to be used in
opposition to the Petition, should be filed in
Court and a copy thereof served on the
Petitioner's Advocate, not less than five days
before the date fixed for the hearing.

Dated this 10th day of July, 2014.

MS. SHILPA KAPIL,
Advocates for Petitioner.

ABC Business Center,
43 Great Western Bldg.,
Opp. Lion Gate,
N. M. Marg, Extn. Rd.,
Fort, Mumbai 400 023.

Serial No. 161

**IN THE HIGH COURT OF JUDICATURE
AT BOMBAY**

**ORDINARY ORIGINAL CIVIL
JURISDICTION**

COMPANY PETITION 128 OF 2013

In the matter of Sections 433, 434
and 439 of the Companies Act,
1956 ;

And

In the matter of winding-up of
Pratibha Shipping Company
Limited, a Public Limited
Company incorporated under
the provisions of the Companies
Act, 1956 and having its
registered office at 1201/02,
Arcadia, NCPA Road, Nariman
Point, Mumbai 400021
Maharashtra.

MAN Diesel & Turbo, branch
of MAN Diesel & Turbo SE,
Germany having their
principle place of business
at Teglholmegade 41,2450
Copenhagen SV, Denmark

... Petitioner.

Advertisement of Petition

A Petition under Section 433, 434 and 439 of the Companies Act, 1956 for winding-up of the above named Company was presented by the Petitioner above named Company on 18.01.2013 and the said Company Petition was admitted *vide* order dated 17th June 2014 passed by Company Judge the same is now fixed for hearing before Company Judge on 21st July 2014.

Any Person / Creditor and or Contributors desirous of supporting or opposing the said Petition should send to the Petitioner or his Advocate, at his office address mentioned hereunder, a notice of his intention signed by him or his Advocate with his full name and address, so as to reach the petitioner or his Advocate on the address mentioned herein not later than Five days before the date fixed for

hearing of the Petition and appear at the hearing for the purpose in person or by an Advocate.

A copy of the petition will be furnished by the Petitioner's Advocate to any creditor on condition on payment of the prescribed charges for the same.

Any affidavit intended to be used in opposition to the Petition, should be filed in Court and a copy thereof served on the Petitioner's Advocate, not less than five days before the date fixed for hearing.

Dated this 2nd day of July, 2014.

NISHIT DHURVA,
Managing Partner,
MDP and Partners
Advocates and Solicitors.

1st floor, Udyog Bhavan,
29, Walchand Hirachand Marg,
Ballard Estate, Mumbai 400001.

Serial No. 159

Notice

Notice is hereby given that the certificate(s) for 220 equity shares standing in the name(s) of the following shareholder(s) have been Lost and applications have been received by us for issue of duplicate certificate(s) of Syngenta India Ltd.

Name of the Holder	Kind of Securities and face Value	No. of Securities	Distinctive Nos.
Pratibha M. Godiwala	Equity Shares	70	15598548—15598617
Pravinchandra P. Modi	of Rs. 5 each		
P. G. Padmanbhan	Equity Shares	150	15653168—15653317
	of Rs. 5 each		

Any person(s) who has/have a claim in respect of the said shares should lodge such claim with the company at its Registered office : Syngenta India Ltd., Amar Paradigam, S. No. 110/11/3, Baner Road, Pune 411 045 within 21 days from this date of publication of this notice else the Company will proceed to issue duplicate certificate(s).

For Sharepro Services (India) Pvt. Ltd.,

Place : Mumbai,
dated the 5th July 2014.

G. R. RAO.

Serial No. 158

Notice

Notice is hereby given that the certificate(s) for 1103 equity shares of Kansai Nerolac Paints Limited standing in the name of under mentioned shareholders have been lost and mislaid application(s) have been received by the Company to issue duplicate certificates.

Sr. No.	Folio	Name	Shares	Distinctive Nos.
1.	M0000488	Manvanti Jayantilal Parekh	83	11396770—11396819 15461518—15461550
2.	S0000063	Savita Sood	820	53731553—53732372
3.	C0000295	Citi Bank N A/Vimal Bhagwandas Shah/ Mona Vimal Shah.	200	412854—413053

Any person(s) who has/have a claim in respect of the said shares should lodge such claim with the Company at its Registered office : Kansai Nerolac Paints Limited, Nerolac House, Ganpatrao Kadam Marg, Lower Parel, Mumbai 400 013, within 21 days from this date of publication of this notice else the Company will proceed to issue duplicate certificate(s).

For Sharepro Services (India) Pvt. Ltd.,

Place : Mumbai,
dated the 5th July 2014.

G. R. RAO.

Serial No. 162

Notice

Notice is hereby given that the certificates for the under mentioned shares of ACC Limited have been misplaced and undersigned have applied to the Company to issue duplicate certificate(s) for the said shares.

Folio No.	Name of the shareholders	No. of equity shares	Distinctive Numbers
P07446	Miss Perin Sorabji Irani Mrs. Dolat Hoshang Doongaji (Late)	44 Shares of Rs. 100 f.v.	997945, 1051969, 1079325/326, 1988655/658, 2020585, 2043916, 2140151/155, 2365450/452, 2693722/726, 3146615/619, 11030156/171.

Any person(s) in possession of the said share certificates of having any claim(s) to the said shares should notify to and lodge such claim(s) with the share Department of the Company at Cement House, 121 Maharshi Karve Road, Mumbai 400 020 within one month from the date of publication of this Notice after which period no claims will be entertained and the Company will proceed to issue duplicate certificate(s).

Dr. KRISHNARAO Y. MANGRULKAR,

Place : Mumbai,
dated the 7th July 2014.

Mrs. SUCHITRA KRISHNA MANGRULKAR.

Serial No. 163

**IN THE HIGH COURT OF JUDICATURE
AT BOMBAY**

**ORDINARY ORIGINAL CIVIL
JURISDICTION**

COMPANY PETITION NO. 408 OF 2013

In the matter of the Companies
Act, 1956 ;

And

In the matter of Sections 433 & 434
of the Companies Act, 1956 ;

And

In the matter of M/s. Glodyne
Ventures and Holding Private
Limited having its registered
office at 801, Balarama Building,
Bandra-Kurla Complex,
Bandra (East), Mumbai 400 051.

CIN No. U65993MH2007PTC174573.

... Respondent.

M/s MLI Capital Services Ltd.,
having its registered office at
Vishwambhar House, 25/38,
Karachi Khana, Kanpur 208 001.
CIN No. U67120UP1995PIC018372

... Petitioner.

Advertisement of Petition

A Petition under section 433 and 434 of the
Companies Act, 1956 for winding up of the
above-named Respondent-Company was

presented on 20th May 2013 by the petitioners
above-named, being creditors of the said
Respondent-Company, and the said Petition
was admitted on 25th April 2014 and the same
is now fixed for hearing before the Hon'ble
Company Judge of the Bombay High Court on
21st July 2014 at 11.00 a.m. in the forenoon or
soon thereafter.

Any Person/s Creditor or Contributory
desirous of supporting or opposing the said
Petition, should sent to the petitioner or the
Advocate at the office address mentioned here-
under, a notice of his intention, signed by him
or his Advocate with his full name and address,
so as to reach the Petitioner or his Advocate
mentioned hereunder not later than Five days
before the date fixed for hearing of the Petition
and appear at the hearing for the said purpose
in person or through an Advocate.

A copy of the petition will be furnished to
any creditor or contributor by the Advocates
for the petitioner on payment of the prescribed
charges.

Any Affidavit intended to be used in
opposition to the Petition, should be filed in
Court and a copy thereof served on the
Advocates for the Petitioners not less than five
days before the date fixed for hearing.

Dated this 8th day of July, 2014.

For Khaitan and Co.
Advocates for the Petitioner.

One Indiabulls Centre,
13th Floor, Tower 1,
841, Senapati Bapat Marg,
Mumbai 400 013.